

ALL JEEPS!

TOPLESS CHOPPED '84 XJ
WITH V-8 POWER

TECH FOR NEW & OLD

- ▶ AXLE & STEERING BEEF-UP
- ▶ EASY OIL PUMP REBUILD
- ▶ SPEEDY WINCH
INSTALL & TEST



**WORLD
RECORD
FESTIVAL!**

2,420 AT BANTAM
DO IT AGAIN

**CRAWLER
THAT TOWS**

ROCK-READY
CJ-7 & TRAILER

**POWERFUL
LED LIGHTS**

MINI LAMPS FOR
USE ANYWHERE

TEN

THE
ENTHUSIAST
NETWORK



A BIG SCREEN FOR YOUR



* The X009 and custom dash kits are also available for select Ford F-150 trucks, select GM trucks and SUVs, Ram trucks and Toyota Tundra. Jeep and Wrangler are registered trademarks of FCA US LLC. The Bluetooth® word mark is a registered trademark owned by Bluetooth SIG, Inc. and any use of such mark by Alpine Electronics, Inc. is under license. Other vehicle makes and models are those of their respective owners. © 2015 Alpine Electronics, Inc. All Rights Reserved.

R BIG ADVENTURES

(We're not kidding, shown at actual size for the Jeep Wrangler!)



The X009-WRA Restyle Dash System has a 9-inch touch screen that is the entertainment and information hub for your 2011-up Jeep Wrangler*. Use it with separate front and rear view cameras to reduce blind spots and maneuver around off-road obstacles. Let your adventures start with Alpine.



The 9-inch screen is 89% larger than the factory radio and 55% larger than a standard aftermarket screen.



View alerts like tire pressure and door status, plus keep your favorite factory features like steering wheel controls and factory amplifier controls.



The X009-WRA is compatible with front and rear view cameras (sold separately), to help eliminate blind spots around your Wrangler.



ALPINE RESTYLE

www.alpine-usa.com/jp

ALPINE
Driving Mobile Media Innovation

TABLE OF CONTENTS



42

COVER SECTION: TECH FOR OLD & NEW

Front Axle and Steering Upgrade **30**

Beef-up your JK without an axle swap

Low Oil Pressure Fix..... **38**

Oil pump rebuild and remote filter upgrade on an AMC 360

Speedy Winch Install and Test **62**

We bolt up and check out Warn's new Zeon 10-S Platinum



30

FEATURES

Going Topless **26**

Take a peek at this chopped-top XJ running LQ9 power and 1-ton axles

Rock-Running 7 **50**

Building a rockcrawler is one thing; adding a trail-ready trailer is another

Jeep Encyclopedia **70**

Turn back the clock and cast your gaze upon the Jeep Gladiator



50

TECH

Light Anywhere..... **80**

New compact LED pods fit in every nook and cranny

Rally Hard Top **86**

We found an excellent option to that expensive factory hard top

Beat The Heat **92**

Daystar's Jeep hood vent helps engines keep their cool

58



EVENTS

Bantam-Jeep Festival..... **42**

The "Original" shows up and Jeep parade world record set

KMC Summer Jeep Bash..... **58**

Among the rows of JKs, we found some sparkling gems

DEPARTMENTS

Trail Head **9**

Mailbag..... **12**

Dispatch **20**

Catching Up (with Katie).... **96**

New Products..... **98**

Jeep Shots..... **102**

Your Jeep **106**

Marketplace..... **111**

Sideways..... **114**



ON THE COVER

Neal Hancock has built plenty of rigs, but his topless '84 XJ with LQ9 power and 1-ton axles is his pride and joy. See the full story on page 26.

TOYOTIRES.COM/OPENCOUNTRY

WE ARE GRIT AND DIRT
AND BITS OF EARTH.

OPEN COUNTRY

Durability in the Shape of a Tire.

©2014 Toyo Tire U.S.A. Corp.

WE ARE TOYO. ALL OR NOTHING. **TOYO TIRES**

Brake Upgrade Kits

SIX FABULOUS CHOICES

to suit every driving style and budget.

All **EBC** rotors are now black **GEOMET®** corrosion resistant coated...

These rotors **WILL NOT RUST**



Stage 1 Kit

Ultimax Daily driver pads & Geomet black OEM style rotors

Stage 2 Kit

Greenstuff sport pads & USR slotted black Geomet Rotors

Stage 3 Kit

Greenstuff Trucksport pads & GD sport drilled black Geomet rotors

Stage 4 Kit

Redstuff premium fast street pads & USR slotted black Geomet rotors

Stage 5 Kit

Yellowstuff highest friction pads & GD sport drilled black Geomet rotors

Vehicle Type

Prices From

Any Vehicle

\$99

Car

\$145

Truck/SUV

\$175

Car

\$195

Any Vehicle

\$245

NRS® - NUCAP Retention System® creates a mechanical bond, locking the friction to the backing plate.

Kit includes 100% British made ECO friendly quality high efficiency EBC brake pads fully tested and approved to meet or exceed all known standards plus premium Geomet corrosion resistant G3000 iron rotors of your pattern choice. Geomet is the NUMBER ONE brake rotor anti corrosion surface coating used by OEM builders (they use silver, we prefer black Geomet). Coating withstands severe salt spray tests for corrosion resistance.

Ask at Pep Boys
or your local retailer or
shop online at

EBC
BRAKES
www.ebcbrakes.com



EDITORIAL

Network Content Director/Editor **Rick Péwé**
Managing Editor **Lee Lovell**
Technical Editor **Stuart Bourdon**

ART DIRECTION & DESIGN

Art Director **Alan Huber**

MANUFACTURING & PRODUCTION OPERATIONS

VP, Manufacturing & Ad Ops. **Greg Parnell**
Senior Director, Ad Operations **Pauline Atwood**
Archivist **Thomas Voehringer**

READER SERVICES

Jp, P. O. Box 420235, Palm Coast, FL 32142-0235,
800/678-8012, 386/447-6385 (intl), or e-mail
jp@emailcustomerservice.com. Please include name,
address, and phone number on any inquiries

Occasionally, our subscriber list is made available to reputable firms offering goods and services we believe would be of interest to our readers. If you prefer to be excluded, please send your current address label and note requesting to be excluded from these promotions to TEN: The Enthusiast Network, LLC, 831 S. Douglas St., El Segundo, CA 90245, Attn: Privacy Coordinator.

Canada Post: Return undeliverable Canadian addresses to IMEX Global Solutions, P.O. Box 25542, London, ON N6C 6B2.

Back Issues: To order, visit <https://www.circsource.com/store/storeBackIssues.html>.

Reprints: Contact Wright's Media at 877/652-5295 (281/419-5725 outside the U.S. and Canada) to purchase quality custom reprints or e-prints of articles appearing in this publication.

Submissions: All submissions or contributions from readers shall be subject to and governed by TEN: The Enthusiast Network's User Content Submission Terms and Conditions, which are posted at <http://www.enthusiastnetwork.com/submissions/>.

ADVERTISING INFORMATION

Please call the Jp magazine advertising department at 949/705-3210. Related publications: Automobile, Car Craft, Chevy High Performance, Circle Track, Classic Trucks, Diesel Power, Dirt Sports & Off-Road, 8-Lug HD Truck, Engine Masters, European Car, 4-Wheel & Off-Road, Four Wheeler, Hot Rod, Hot Rod Deluxe, Lowrider, Mopar Muscle, Motor Trend, Muscle Car Review, Muscle Mustangs & Fast Fords, Mustang Monthly, Recoil, Street Rodder, Super Chevy, Super Street, Truckin, Truck Trend, and Vette.

To advertise on this magazine's website or any of TEN: The Enthusiast Network's other enthusiast sites, please contact us at AM-advertising@enthusiastnetwork.com

ADVERTISING

General Manager **Steve vonSeggern**
svonseggern@enthusiastnetwork.com
Associate General Manager **Kurt Miller**
Advertising Coordinator **Gail Burns**
Event Coordinator **Glenda Mack**

Los Angeles Sales Office

831 S. Douglas Street, El Segundo, CA 90245
310/531-9900

Irvine Sales Office

1821 E. Dyer Rd., Ste. #150, Santa Ana, CA 92705
949/705-3100

New York Sales Office

261 Madison Avenue, New York, NY 10016
212/915-4000

Detroit Sales Office

4327 Delemere Court, Royal Oak, MI 48073
248/594-5999

Midwest Sales Office

Jen Wittman
310/531-9896

Southeast Sales Office

Brit White
813/675-3479

TEN: THE ENTHUSIAST NETWORK, LLC

Chairman **Peter Englehart**
Chief Executive Officer **Scott P. Dickey**
EVP, Chief Financial Officer **Bill Sutman**
President, Automotive **Scott Bailey**
EVP, Chief Creative Officer **Alan Alpanian**
EVP, Sports & Entertainment **Norb Garrett**
EVP, Chief Content Officer **Angus MacKenzie**
EVP, Operations **Kevin Mullan**
SVP, Enterprises **Tyler Schulze**
EVP, Sales & Marketing **Eric Schwab**
SVP, Digital Operations **Dan Bednar**
SVP, Sales Operations **Matt Boice**
SVP, Financial Planning **Mike Cummings**
SVP, Automotive Digital **Geoff DeFrance**
VP, Editorial Operations **Amy Diamond**
SVP, Content Strategy, Automotive **David Freiburger**
SVP, Digital, Sports & Entertainment **Greg Morrow**
VP, Digital Monetization **Elisabeth Murray**
SVP, Marketing **Ryan Payne**
EVP, Mind Over Eye **Bill Wadsworth**

CONSUMER MARKETING, ENTHUSIAST MEDIA SUBSCRIPTION COMPANY, INC.

SVP, Circulation **Tom Slater**
VP, Retention & Operations Fulfillment **Donald T. Robinson III**



COPYRIGHT 2015 BY TEN: THE ENTHUSIAST NETWORK MAGAZINES, LLC ALL RIGHTS RESERVED. PRINTED IN THE U.S.A.

DECEMBER 2015



FRAMELESS TRAIL TOP

The Frameless Trail Top installs over the original equipment factory roll bar for a snug fit without the need for additional bows or support hardware.

This unique design allows for larger side windows and improved visibility with removable side and rear windows that quickly convert the soft top into an open safari top. The fastback style offers improved aerodynamics and a quieter ride than factory bow style tops.

AVAILABLE FOR YJ, TJ, JK & JK UNLIMITED



Exclusive dual-panel overhead window storage

RECOVERY BUMPERS

Heavy Duty Front and Rear lighted bumpers for vehicle protection and recovery assistance - day or night! Engineered for off road use and rock crawling abuse. Ground level dual light receptacles maximize light distribution, save space and are recessed for light protection. Recovery bumpers feature protective dual stage, durable, powder coat finish - 3/16-inch steel plate design with 4-inch light openings for a custom look. Protective stinger with 2" x .120" wall tube.



Full Length Front



Stubby Front



Rear with Tire Carrier

PORTABLE WIFI CAMERA

The Rampage Portable WiFi Camera is a wireless magnetic camera that can be placed anywhere on a steel surface to assist with rock crawling, trailer hook-ups, parking or anything else that needs monitoring.



Phone Stand
(Phone Not Included)



WiFi camera transmits image to iOS or Android powered wireless devices

rampageproducts.com

Buying Smart Starts Here

automotive.com*

Reviews + Research +
Pricing Tools + Much More...



www.jpmmagazine.com

Jp 7

DRIVE IT. RACE IT. LIVE IT.

**THE WORLD'S PREMIER DESTINATION FOR AUTOMOTIVE
VIDEO CONTENT—MOTORSPORT, MOVIES, DOCUMENTARIES,
ORIGINAL SERIES—AT YOUR FINGERTIPS.**



MOTORTREND
ON DEMAND

MOTORTRENDEONDEMAND.COM

TRAIL HEAD

Among Jeepers there are always discussions about what brand of part is

better for this purpose or that, or who makes a better tire, or what vintage of CJ-7 is best for building up, or which trail is the most challenging, or who is the better driver within a club or group of friends. All of these can lead to heated discussions, otherwise known as arguments. Occasionally, and quite sadly, these arguments lead to events that terminate friendships that have survived other differences of opinion for decades. It's truly tragic, especially when you consider, as far as I am concerned, that off-roading (and especially the love of Jeeps) is one of the things that have always seemed to bring together people of all sorts of backgrounds, professions, creed, color, and walks of life.

However, when the discussion turns to whether it is better, or the vehicle more legitimate, or the owner more or less a Jeoper, because their rig was built or bought, it seems as if the discussion immediately goes from cool to boiling hot. There are those who just can't abide a Jeep that was not completely built by the owner. Here's our take on this hot-button subject.

Sure we love to see highly customized Jeeps that the owner has spent some serious time creating, configuring, cutting on, welding to, and characterizing to his or her exact desires and needs. The perfect example of this type of totally customized rig can be found on pages 26-28 in this very issue of *Jp*. Neal Hancock began with a stock '84 Jeep Cherokee XJ, and through extensive fabrication and the use of beefy axles, a multi-link suspension system, and an LQ9 V-8, turned it into a one-of-a-kind, extended-wheelbase chariot of rockcrawling prowess.

However, some of us just can't spare the time to build up the Jeep we want. Some don't have the skills. We'll continue to meet plenty of very nice people who love the Jeep lifestyle of attending and participating in trail runs but simply can't, or choose not to, spend whatever free time they have

in the garage wrenching away to modify their own rigs.

Among these are men and women who are architects, business owners, teachers, and corporate executives who already must put in 50, 60, or 70 hours a week at their workplace in order to get the job done. Also among those are men and women who feel it's more important to spend the nights or days they are free with their family instead of upgrading the engine or swapping in new axles on their Jeep. In addition, we have met handicapped or injured men and women (in particular, military veterans) who are avid off-roaders and outstanding drivers but who simply can't physically do the mechanical work.

Of course, we believe that whether or not you built, bought, or did something in between, it's best to know and understand the basic systems of your Jeep—or at least be on your way to learning about them. As well, we are not fond of those who purchase gaudy clown-car 4x4s festooned with gee-gaws who know nothing about the rig they are driving. However, to demand that every member of the Jeep fraternity (or sorority) be a master mechanic is not a place we're prepared to go. Where do you weigh in on this debate? Built? Bought? Somewhere in-between? Tell us all about it at jpeditor@jpmagazine.com.

—Stuart Bourdon

jpeditor@jpmagazine.com



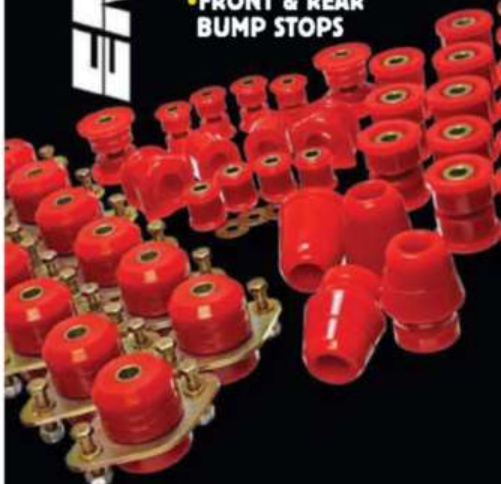
NEW FOR '07-'14 JK:
1.75-INCH COIL SPACER LIFT SET



REPLACE SOFTWARE
WITH FIRMWARE

AT WORK OR PLAY,
EXPERIENCE
CONSTANT CONTROL
WITH ENERGY
SUSPENSION'S
HYPER-FLEX™
POLYURETHANE
COMPONENTS:

- HYPER-FLEX SYSTEM MASTER SET
- FRONT & REAR CONTROL ARM BUSHINGS
- FRONT & REAR SWAY BAR BUSHINGS
- TRACK ARM BUSHINGS
- BODY MOUNT SET W/ HARDWARE (Stock or 1-Inch Lift)
- FRONT & REAR BUMP STOPS



AVAILABLE FOR MOST JEEP
APPLICATIONS FROM
1974 CHEROKEE WAGONEER
TO 2014 WRANGLER JK



888.292.1250
ENERGYSUSPENSION.COM

SUSPENSION 2015 SUSPENSION KITS NOW AVAILABLE!

RUBICON EXPRESS SUPER-FLEX SHORT ARM			
07-15 JK 2DR	3.5"	R/ERE7123	\$1649.99
07-15 JK 2DR	4.5"	R/ERE7124	\$1899.99
07-15 JK 4DR	3.5"	R/ERE7143	\$1649.99
07-15 JK 4DR	4.5"	R/ERE7144	\$1899.99
Rubicon Express Sport Kits			
07-15 JK 2DR	3.5"	R/ERE7125	\$899.99
07-15 JK 4DR	3.5"	R/ERE7145	\$899.99

PRO COMP SUSPENSION KITS			
07-15 JK	2.5" w/Shocks	EXP30998	\$530.99
07-15 JK 2DR	3.5"	EXP31028	\$711.99
07-15 JK 4DR	3.5"	EXP31008	\$711.99
07-15 JK	4" Stage 1	EXP30898	\$661.99



COMING SOON RUBICON EXPRESS JK COILOVER KIT
Take your Jeep JK to the next level with Rubicon Express' race-inspired coilover conversion kit - featuring FOX shocks

FULL-LINE OF SUSPENSION KITS & SYSTEMS AVAILABLE!



LIGHTING

EXPLODER HID LIGHTING
• 4"-7" Spot or Flood
From **\$84.99 ea.** EXP9640

LED SPORT LIGHTS
Spot **\$139.99 pr.** EXP76407P
Flood **\$139.99 pr.** EXP76406P

DUALY LED
\$189.99 pr. RIG20211

DUALY D2 LED
\$359.99 pr. RIG50211

RIGID INDUSTRIES CAPTURE
• Optimized light output and beam pattern for the GoPro® camera's field of view.
• GoPro docking and charging system
\$69.99 (camera not included) RIG88100

WE CARRY A FULL LINE OF LIGHTING SOLUTIONS!

KC HILITES
J&K SPEAKER

BUMPERS

SMITTYBILT XRC GEN 2 FRONT BUMPER
• Bolt-on with minimal mods
• Raised corners for better entry and exit angles
From **\$699.99** S/B76807

SMITTYBILT JK ATLAS FRONT BUMPER
• Innovative 3 Piece design
• Bolt on skid plate
• Manufactured from 3/16 cold rolled steel
07-15 Wrangler **\$699.99** S/B76892

FAB FOURS JK VENGEANCE BUMPERS
From **\$1375.99** FFLJK07-B1851-1

WARN ELITE SERIES FRONT BUMPER WITH GRILLE GUARD
07-15 JK **\$624.99** WAR87750

BUMPERS/EXTERIOR

BRAWLER LITE FRONT BUMPER WITH SHACKLE TABS AND BRAWLER BAR IN BARE STEEL
• Features recessed buckets to mount the factory fog lamps
07-15 JK **\$639.99** PSC17-59-010-DB

POISON SPYDER CRUSHER FLARES
• Coverage up to a 40" tire
• Available in Bare Steel or Aluminum
From **\$495.99 Pr.** PSC17-05-010

SMITTYBILT JK WRANGLER XRC FENDER FLARE SET
• Powder coated black for immediate use or can be painted
• 4-piece set
07-15 JK **\$269.99** S/B76837

BUSHWACKER POCKET FLARE
Full Line Available!
From **\$249.99** B/W10029-07

WINCHES

SMITTYBILT XRC GEN 2 WINCHES - 9500 LBS.
From **\$299.99** S/B97495

X20 GEN 2 WINCHES
• Waterproof
• Heat reducing end cap
From **\$399.99** S/B97510

SMITTYBILT D RINGS
Zinc D Ring **\$12.99 Ea** S/B13047
Black D Ring **\$12.99 Ea** S/B13047B

RECOVERY STRAPS
20k lbs 2"x20" **\$19.99 Ea** S/BCC220
20k lbs 2"x30" **\$29.99 Ea** S/BCC230
30k lbs 3"x30" **\$39.99 Ea** S/BCC330

WARN ZEON PLATINUM WINCH
From **\$1499.99** WAR92810

WARN MEDIUM-DUTY ACCESSORY KIT
\$186.99 WAR88900

TOPS AND ACCESSORIES

SMITTYBILT BOWLESS TOPS
07-15 JK 2 Dr. **\$399.99** S/B9973235
07-15 JK 4 Dr. **\$449.99** S/B9083235

JK, TJ PREMIUM REPLACEMENT TOP
From **\$429.99** S/B9974235

CLOAK EXTENDED MESH TOP
From **\$79.99** S/B95600

OVERLANDER TENT
Tent **\$849.99** S/B2783
Ladder Extension **\$44.99** S/B2785

BESTOP TREKTOP PRO 2DR & 4DR
From **\$1532.99** BST54852-17

BESTOP TREKTOP NX 2DR & 4DR
From **\$659.99** BST56822-35

INTERIOR ACCESSORIES

WeatherTech FLOOR LINERS
From **\$63.99** WEA451613

INSANE AUDIO SYSTEM
• In-dash Navigation and Multimedia Entertainment System
\$1129.99 I/EJK1001

BEDRUG BEDRUG FLOOR LINERS FOR JK
Now available for CJ-7 and YJ!
From **\$184.99** BEDRUG07F2

JEOP BACKBONE SECURITY DECK COVER
• Soft top security
From **\$649.99** JB888-JK-11-14-TP

SECURE LOCK BOX & SLEEVE
Dimensions: 8.25" x 9.25" x 3"
Lock Box **\$69.99** S/B2746
Lock Box Sleeve **\$19.99** S/B2746-01

SMITTYBILT SECURITY STEREO FLOOR CONSOLE
\$89.99 S/B31715



FREE Shipping when you order today and pick up at any store
To find a store near you: www.4wheelparts.com/stores

Not responsible for misprints or typos. Prices are subject to change without notice. Some large items may include a crating/handling fee. Call or log on for details. Canadian prices may vary. International destinations fees may apply. Financing Not Available In Canada

Financing Available
Through 4 Wheel Parts
and Car Care One.
For More Details:
www.4WheelParts.com/finance
*Programs subject to credit approval. Minimum monthly payments required.



71

STORES IN NORTH AMERICA

SERVICE SPECIAL: ALIGNMENTS FROM **\$69.99***
 *Plus Parts (4x4 Vehicles \$10 More)

**NEW STORES
NOW OPEN!**
 Birmingham, AL
 Post Falls, ID

4 WHEEL PARTS
 Your Truck & Jeep Accessory Superstore

ACCESSORIES

NEW



ARCTIC FRIDGE/FREEZER
 From **\$724.99** S/B2789

NEW



EPS INVERTER GENERATOR
 • 2600 Watt max output,
 2,300 continuous
\$799.99 S/B2786

DRIVETRAIN

NEW



62 LOCKING HUBS
 • All metal construction
 From **\$99.99**
 G/289-2033-1

NEW



DIFFERENTIAL COVERS
 From **\$108.99**
 G/240-2031AL

NEW



LOCKERS
 From **\$271.99** PTK1620-LR

GEAR PACKAGES
 From **\$596.96**
 KITD35D30456TJ

NEW



FRONT CORE 44 ASSEMBLY
 From **\$4299.99** G/2CAJMF456MPS

REAR CORE 44 ASSEMBLY
 From **\$3499.99** G/2CAJMR456MPS

PERFORMANCE AIR INTAKES, PROGRAMMERS, EXHAUST AND MORE

BANKS POWER



BANKS INTAKES
 From **\$410.99** GBE49191

AFE POWER



AFE MOMENTUM AIR INTAKE
 • 07-14 Jeep JK only
 Pro Dry S **\$375.99**
 AFE51-76204
 Pro SR **\$375.99**
 AFE54-76204

K&N



K&N AIR INTAKES
 • Guaranteed to gain Horsepower
 • K&N Million Mile Limited Warranty
 2015 Wrangler JK 3.6L **\$296.99**
 K/N63-1566

Superchips



NEW
 CALL FOR SPECIAL PRICING
SUPERCHIPS FLASHPAQ*
\$349.99 SCI1840

BULLY DOG



BULLY DOG TRIPLE DOG GT GAS TUNER
 • 4 Products in 1 unit
\$429.99 B/D40417

MAX ENERGY 2.0 POWER PROGRAMMER



• Larger backlit screen
 • Quick & easy navigation for simple installation/tuning/features
 2012-14 JK 3.6: +19 HP/+18 Tq
 2007-11 JK 3.8: +11 Hp/+24 Tq
 (Gains based on premium octane)
\$349.99 HYP2200

*Some intake systems and programmers are not legal for sale or use on any pollution controlled vehicle in California or states adopting California emission procedures. Call for more information.

FLOWMASTER



FORCE II FLOWMASTER JK EXHAUST KIT
 • Dyno proven performance
 • Stainless steel
 12-15 JK **\$489.99** FLW817729

MAGNAFLOW



DRPs & ROCK KRAWLER HIGH CLEARANCE SERIES
 • Black Series offers a distinct look
\$582.99 Ea. M/F15160

DYNOMAX



SUPER TURBO DUAL EXHAUST
 • 07-15 JK Wrangler Rubicon & Unlimited
 From **\$150.99** DYN39510

POWERSTOP



1 CLICK BRAKE KIT
 • Includes matching rotors and pads
 From **\$119.99** PSTK697

1 CLICK EXTREME TRUCK AND TOW BRAKE KIT
 • Ideal for off-road and towing
 From **\$399.99** PSTK1906-36

TIRES WE CARRY A HUGE INVENTORY. CALL FOR PACKAGE DEALS!



Trail Rapper Open Country M/T Open Country R/T Bigger Highroad Baja MTZ Degan 38 Xtracore A/T Xtracore MTZ M/T K02 A/T K02

50000 Mile Breakdown Warranty **40000** Mile Breakdown Warranty

NEW

MOORE **TOYO TIRES** **TOYO TIRES** **SuperSwampers** **AMERICAN** **HOT ROPES** **RED ROPES** **RED ROPES** **BF Goodrich** **BF Goodrich**

WHEELS WE HAVE THE HOTTEST STYLES!

NEW




LRG 109 PIKE
 Black Milled/Machined Black
 Sizes: 20", 22"
 From **\$259.99**

NEW



LRG 111 CLASSICO
 Black Milled / Machined Black
 Size: 20"
 From **\$249.99**

NEW



LRG 104 SPLITS
 Black Milled/Machined/Chrome
 Sizes: 18", 20"
 From **\$219.99**

NEW




PRO COMP 40 VERTIGO
 Satin Black / Dark Gray
 Size: 17", 18", 20"
 From **\$175.99**

NEW



PRO COMP 41 PHASER
 Satin Black / Machine Black
 Sizes: 17", 18", 20"
 From **\$141.99**

NEW




PRO COMP 7036 HELLDORADO
 Flat Black
 Sizes: 17", 18"
 From **\$141.99**

NEW



KMC XD 127
 Satin Black / Matte Gray
 Sizes: 15", 16", 17", 18", 20"
 From **\$178.99**

NEW




KMC XD 128
 Satin Black/Gray/ Machine Face
 Sizes: 15", 16", 17", 18", 20"
 From **\$194.99**

NEW



MICKEY THOMPSON 38 PRO 4
 Matte Black
 Sizes: 15", 16", 17"
 From **\$155.99**

NEW



METHOD MR306 MESH
 Matte Black / Machined Face
 Sizes: 16", 17", 18", 20"
 From **\$183.99**

NEW



FUEL OFF ROAD D551 TROPHY
 Matte Black / Anthracite
 Sizes: 17", 18", 20", 22"
 From **\$232.99**

NEW



FUEL OFF ROAD D572 IM2
 Matte Black
 Sizes: 17", 20"
 From **CALL**

Don't See it here? Visit

www.4WheelParts.com

To Order or Speak to an Expert

800.284.9427

FREE Truck or Jeep Catalog. Visit: 4WheelParts.com/catalog

AD CODE: JP1215

MAILBAG

By John Cappa

jpeditor@jpmagazine.com



Best Issue Ever

The Aug. '15 issue was the absolute best *Jp* issue ever. You have all the other four-wheel-drive mags beat forever!

Jeffrey J. Adams

Via email

Dear Bob

This is an open letter to Bob Davis whose rant about the General Tire advertising was printed in the Aug. '15 Mailbag section of *Jp*.

Bob,

Kindly get a life. It's an ad, for crying out loud. I have been to the salt flats outside of Wendover, Nevada, and depending on the season and condition of the salt, any type of tire can be used on it. I encourage you to do some research on it. I saw some crazy wrecks on the salt during Speed Week in August 2007 and 2009. The vehicles were using those non-aggressive tires of which you are a proponent. And whoops—the cars spun out at over 100 mph. I'm not saying that's typical, nor that the guys running on the salt flats need to race in 4WD Jeeps or with aggressive tires, but don't think that traction is a given.

As far as how the model in the ad is attired, again, it's an ad that's obviously alluding to a Resident Evil/zombie apocalypse sort of survival environment. It's a fictional genre that has permeated our culture.

Maybe you don't like survival-fiction, but there are plenty of people out there that think this stuff is cool and build their vehicles to withstand the whole scene. Is it reality? No. But it does allow advertisers to appeal to the imagination of these people and their taste for adventure. So it makes money and the people who want their Jeeps to be movie props instead of hardcore rockcrawlers or prerunners are free to spend their money as foolishly as they please.

And, Bob, don't look now, but the ad for Pitbull Tires on page 12 of the same

issue that holds your immortalized critique shows a cutely attired girl sitting on a 44-inch Pitbull Rocker tire, mounted on a modified modern Jeep that sports a paint job evocative of a USAAC plane from WWII. Also, at least one old WW2 aerial bomb seems to be mounted to the rear quarter panel, and there are twin Gatling guns mounted on the hood. I can't wait to read your critique of this one.

Jp staff: Thanks for making *Jp* possible, but we still need more fullsize stuff. Maybe an article on how to do a cheap NP241C transfer case swap (without spending \$1,000 in adapters and slip-yoke eliminator kits or swapping axles) in a '74-'79 Quadra-Trac SJ. Or do a feature/review of the new Ramsey-built Quadra-Trac drive chains now being sold at BJ's Off-Road. Somebody at *Jp* has to have an old BW1339 rig. I know Hazel did.

Matthew W.

Via email



Tempting

I saw the CJ-10A story ("Jeep Encyclopedia") in the Aug. '15 issue. I have one of these worthless things. If you would like to do a build on one, I will give it to the magazine. I have had it for 10 to 15 years, and I am downsizing. That's just a nice way of saying I am getting rid of Jeep crap. I also have a Gamma Goat that I'd like to find a home for. I wheeled with a gentleman from Canada who was in *Four Wheeler's* Top Truck Challenge many years ago. He had a Jeep that had narrowed axles from a Goat and independent front and rear suspension. Thanks for letting me babble.

John Reininghaus

Via email

Thanks for the offer. Both vehicles are tempting, but we're gonna have to pass. The guy you wheeled with was Geby Wager. He runs a shop called Creative Motor Sports (gocms.com). The company offers front and rear independent adjustable airbag suspensions and axles for Jeeps and other 4x4s. His Jeep was way before it's time in 1997, when he entered Top Truck Challenge. More recently, he attended the 20-year anniversary of Top Truck Challenge and brought the same Jeep with relatively few alterations.

Rare LJ

Just the other day I was driving down the highway and saw an Electric Lime Green



LJ. That got me thinking: What are the production numbers for some of the rare new model Jeeps? I have a '06 yellow LJ that has a very late 2006 date code. Could it be the last yellow LJ to roll off the line?

The same day, in almost the same spot, I was traveling the opposite direction and saw another Electric Lime Green LJ with half doors!

I'm not a simpleton. I understand that people paint things, but that seems to be a super rare Jeep at a quick glance.

I would love to see a story about actual production numbers of some of the more recent Jeeps and a breakdown of color and model, just to cure a common curiosity. I bet that Electric Lime Green LJ is one of the rarest.

John P. Quirin

Via email

Using the term "rare" to describe modern Jeeps that you can still find for sale fairly regularly can be a little misleading. I wouldn't really call the '04-'06 Jeep Wrangler Unlimited (LJ) rare. Uncommon is probably more accurate. There were about 47,000 of them built, including the Rubicon models. Although, I'll concede that they are certainly more sought after than the standard Wrangler of the same era. By comparison, about 27,000 Jeep CJ-8 Scramblers were built. I'm not sure I would call those rare either. The "real rare" modern Jeeps are the gaudy special-edition packages like the '03 Rubicon Tomb Raider Edition, '04 Willys Edition, '04 Columbia Edition, '06 Golden Eagle Edition, and the '06 65th Anniversary Edition Willys Wrangler. Typically, fewer than 1,600 of each of these were offered. As far as your Jeep being the last off the line, it's hard to say. I hate to burst your bubble, but I wouldn't get too excited about it. It wouldn't increase the value any.

Jp Project Pondering

I am working on a multi-year '55 Willys pickup project. Naturally, I've been following your "Wicked Willys" articles. After reading the Aug. '15 issue, I got to thinking and wondering about what you do with the project Jeeps when you're done with them. Do they get sold, donated, or dismantled for other projects? Is there any chance a regular guy like me could acquire such a novel machine?

Craig Jantz

Via email

100 YEARS OF ADVENTURE.



LEARN MORE
ABOUT THIS BUILD



35.816108, -115.217992



GRABBER™



Extreme Traction
All-Terrain

GRABBER™ AT²



Aggressive
All-Terrain

GRABBER™ HTS



Long Wear, Comfort,
& Performance



ANYWHERE IS POSSIBLE // #GT100

WWW.GENERALTIRE.COM



The project vehicles you read about in Jp are usually owned by the contributors and some are owned by Jp. What happens to them depends on the project and the owner. More often than not, they are tested, driven regularly and abused. Once we are through with them, there often isn't much left of any real value. Sometimes they get parted out for other projects and sometimes they are sold for funds to move into the next project. We like to keep a variety of different Jeeps around, and once a Jeep has lost its editorial value, it usually moves on to the next owner. However,

there are some cases where a project sticks around for many years. So there really is no set rule. Unfortunately, the Wicked Willys isn't for sale. And knowing Verne Simons, that thing will take a beating when it's completed. You probably won't want it once he's through with it.

KL Designation

You've been able to answer my questions in the past, so here is another one: What is the designation for my new '15 Jeep Cherokee Trailhawk? I found the KL as a possibility for the Cherokees but does that also apply to the Trailhawk? Also, what's the deal with lifting a Trailhawk? I guess if it comes down to it, I can always drive my lifted '01 TJ.

Jim Smith
Via email

The '14-current Jeep Cherokee's internal designation is KL. The Trailhawk model is simply a derivative of the KL, similar to the Limited or Latitude package, and doesn't carry a different designation. I know what you're thinking: Why does the '04-'06 Jeep Wrangler Unlimited carry its own designation as an LJ instead of a TJ? Way back when, we found a build tag on the framerail of a '04 Jeep Wrangler Unlimited. That tag had a designation of LJ in the same place a short '04 Wrangler had the TJ designation. In a way, we sort of started that myth. The fact of the matter is that there was no LJ designation ever used internally at Jeep. However, no one could ever really explain to us why the LJ is on the build tags of the Unlimited models and not on the standard Wrangler model. Anyway, you simply have a KL, which is the official Jeep internal designation for your Cherokee Trailhawk.

As for a lift, I think you should probably stick with the TJ if you want to drive something lifted. Your Trailhawk already has a slight lift above the other Cherokee models. Unfortunately, the suspension

MUD-FLINGIN'- FOUR-WHEELIN'- PERFORMANCE

ATOMIC EFI



- GIVES YOUR CLASSIC THE PERFORMANCE OF A LATE MODEL
- BOLTS IN PLACE OF YOUR CURRENT CARB
- SIMPLE INSTALL - ONLY 8 CONNECTIONS
- DITCH THE TUNER - SELF-LEARNING
- CAPABLE OF CONTROLLING IGNITION TIMING
- FEAR NO TRAIL - RUNS VERTICAL OR AT ANY ANGLE

MSD

UPGRADE
TO GLORY

ATOMICEFI.COM
TECH LINE: (915)855-7123





Baja XRS

\$369 per seat

- Reclining Suspension Technology
- Injection Molded Foam
- Direct bolt-in to CJ & YJ Jeeps®
- Will fit in any other vehicle
with Corbeau custom brackets



ORDER ONLINE
QUADRATEC.COM



BY PHONE
800-745-2348

Moab



\$239

Baja JP



\$199

Baja XP



\$299

LG1



\$399

Harness Belts



\$85 - \$149

Sport Seat



\$299

and chassis design isn't all that cost-effective to create a lift kit for. It has been estimated that a 1 to 2-inch lift would cost \$1,000-\$2,000 for parts alone because new adjustable lower control arms would have to be developed for proper alignment.

Disposable Hero Hurrah

I really liked the "Disposable Hero" build stories from the past couple issues. I have an XJ of my own, have owned several, and I am sure my body count will grow as I do. Many of the parts from my original '96 are still on my current '95. I

started with a '96 4.0L HO XJ with an AW4 transmission and an NP241 transfer case. I installed a 4½-inch Rubicon Express short-arm lift and some 31-inch BFG All-Terrain tires. I rolled it and bought a '93. I swapped some parts, cut the fenders, and stepped up to some 33-inch BFG Mud-Terrain tires. I learned to weld (poorly) on the '93 by building an exo-cage, and then proceeded to run the '93 into the ground.

I pulled my current '95 from a front yard in Kings Beach, California, under the agreement that if I haul it away, it was mine! After 6 to 8 months, a transmission



rebuild, and some late-night hustling, I had a short-arm lifted Cherokee with some Mickey Thompson wheels and 35-inch BFG Mud-Terrain tires. I soon found that steering and suspension geometry are important for a well-handling vehicle. After some close calls I decided it was time to upgrade to a long-arm lift. That snowballed. I currently 'wheel the '95 with a 222,000-mile 4.0L, AW4, and an NP241 with an Advance Adapters slip-yoke eliminator kit. The axles have been upgraded by "Gerry" in Reno, Nevada, to a high-pinion Dana 44 up front and a Ford 9-inch out back. Both axles are filled with 4.88 gears and Detroit Lockers. The rear brakes have been upgraded to discs. The axles are hung from a T&T Customs long-arm upgrade with 5½-inch-lift coils. JKS ACOS spacers, Bilstein shocks, and limit straps keep it all contained. The Unitbody has been stiffened for longevity. I burned in some 2x6-inch steel tube rocker replacements and built a custom rear bumper with a 2-inch receiver and rear corner sliders. The '95 sits on 37-inch Goodyear MT/R tires wrapped around TrailReady 17-inch HD beadlocks. Future plans revolve around an internal 'cage and hydro-assist steering before the '16 Easter Jeep Safari.

Keith Newman
Via email

BFGoodrich



BFG A/T KO2 on Tracker II Black

33/12.50 R15	on	15x8	\$1139.89
285/75 R16	on	16x8	1162.89
315/75 R16	on	16x8	1235.89
35/12.50 R17	on	17x9	1485.89
285/70 R17	on	17x9	1371.89
37/12.50 R17	on	17x9	1687.89



BFG KM2 on XD Addict Black

35/12.50 R17	on	17x9	\$1930.88
285/70 R17	on	17x9	1790.88
35/12.50 R18	on	18x9	2425.88
37/12.50 R18	on	18x9	2928.88



BFG KM2 on Black Crawler

33/10.50 R15	on	15x8	\$963.88
285/75 R16	on	16x8	1294.88
35/12.50 R17	on	17x9	1618.88
37/12.50 R17	on	17x9	1942.88



BFG AT KO2 on Fuel Trophy 551

285/70 R17	on	17x8.5	\$1809.89
35/12.50 R17	on	17x8.5	1875.89
285/70 R17	on	17x8.5	2082.89
34/12.50 R18	on	18x9	2273.89
35/12.50 R18	on	18x9	2146.89

Desert Rat Credit!

Financing! Apply On-Line
Desert Rat
Apply TODAY
Get your tires
Immediately!

• Generous Credit Lines
• Instant, On-Line Approval
• Low Monthly Payments
www.DesertRat.com
TOYO TIRES



Toyo M/T Open Ctry on Moab STR Black

285/75 R16	on	16x8.5	\$1500.88
285/75 R17	on	17x9	1861.88
35/12.50 R17	on	17x9	1846.88
37/13.50 R17	on	17x9	1964.88
35/12.50 R18	on	18x9	2059.88



Toyo M/T Open Ctry on Tracker II Black

33/12.50 R15	on	15x10	\$1519.88
285/75 R16	on	16x8.5	1565.88
285/75 R17	on	17x8.5	1915.88
35/12.50 R17	on	17x8.5	1899.88



Toyo M/T Open Ctry on Method Racing NV 305

285/75 R16	on	16x8	\$1786.88
285/70 R17	on	17x8.5	2113.88
35/12.50 R17	on	17x8.5	2105.88
35/12.50 R18	on	18x9	2312.88

Desert Rat off road centers

Desertrat.com
Order Toll Free
1-877-469-5337
NO California Sales Tax!



M/T ATZ P3 Radial on Method Racing Standard

285/70 R17	on	17x8.5	\$1799.98
315/70 R17	on	17x8.5	1969.98
275/70 R18	on	18x9	2113.98
305/55 R20	on	20x9	2359.98



M/T MTZ Radial on M/T Sidebiter

33/12.50 R15	on	15x10	\$1427.98
35/12.50 R15	on	15x10	1569.98
285/75 R16	on	16x8	1626.98
285/70 R17	on	17x9	2008.98



Cepek New Fun Ctry on Tracker II Black

33/12.50 R15	on	15x10	\$1285.98
285/70 R17	on	17x8.5	1553.98
315/70 R17	on	17x8.5	1713.98
305/70 R18	on	18x9	1963.98

Desert Rat off road centers

www.desertrat.com
Order Toll Free 1-877-469-5337

Tempe 4453 S. Rural Rd. (480) 838-7800
Mesa 1045 W. Broadway (480) 833-7300
Phoenix 10701 N. 19th Ave. (602) 973-9697
Phoenix 2421 E. Bell Road (602) 404-2244
Albuquerque 5401 San Mateo NE (505) 881-0931

Tucson 7107 E. 22nd St. (520) 296-1200
Tucson 3705 S. Palo Verde Blvd. (520) 790-8502

JPMP1215

Write Us!

Got a question or comment about *Jp* magazine or the village idiots at the helm? Drop us a line. Don't forget to include your full name and where you're from or we'll make fun of you. Actually, we may make fun of you anyway. Keep it short and to the point or we'll hack and chop your letter as we please. We get a lot of mail, but we read every letter. Unfortunately, we can't print or personally answer every request. We're too busy surfing the Internet on the company dime. Digital images should be no less than 1,600 by 1,200 pixels (or 2 megapixels) and should be saved as a TIFF, an EPS, or a maximum-quality JPEG file.

Write to:
Jp Magazine, Editor
831 S. Douglas St.
El Segundo, CA 90245
E-mail to:
jpeditor@jpmagazine.com



AXLE & GEAR



OFFERING **ESSENTIAL** AXLE SOLUTIONS



**OPTIMAL
STRENGTH**

Our Core 44 is designed to handle 40" tall tires, which would normally bend a stock housing.

CORE 44



**AFFORDABLE
UPGRADE**

Axle Truss Kits are designed to add strength to critical areas at an economical price (welding required).

**AXLE TRUSS KITS
FOR STOCK JK DANA 30 OR 44**

PRECISION • STRENGTH • QUALITY
www.G2Axle.com 877-852-7720

OFFICIAL DRIVETRAIN COMPONENTS OF
Jeepspeed
Race Series



ROUGH COUNTRY

SUSPENSION SYSTEMS®



SUSPENSION 2007-2015 JK Wrangler

0.75" Leveling Spacers	\$54.95
1.75" Coil Spacer Kit	\$129.95
2.5" Coil Spacer Kit	\$139.95
2.5" Coils w/shock relocation	\$249.95
2.5" Coils w/Perf. 2.2 shocks	\$349.95 - \$329.95
3.25" Coils w/Perf. 2.2 shocks	\$399.95
3.5" Complete Kit w/N2.0	\$499.95
3.75" 2.5" susp. / 1.25" body	\$449.95 - \$419.95
4" Complete Kit w/shocks	\$575.95 - \$499.95
4" X-series Kit	\$1249.95 - \$1199.95
6" X-series Kit	\$1339.95
4"/6" 07-14 Long Arm Upgrade*	\$1199.95
4" 07-14 Long Arm Susp.*	\$1999.95
6" 07-14 Long Arm Susp.*	\$2099.95

ACCESSORIES

Performance 2.2 Steering Stabilizer	\$59.95
1.25" Body Lift Kit	starting at: \$99.95
Front Hybrid Stubby Bumper	\$189.95
Front Winch Bumper	\$379.95
Bestop Oversize Tire Carrier	\$299.95
Adjustable Front Track Bar (2.5" - 4")	\$109.95
Performance 2.2 Dual Steering Stabilizer	\$129.95
Front Bumper Caps (Stubby look)	\$59.95

*2012-2015 models add \$190 to long arm kit cost



SUSPENSION 1997-2006 TJ/LJ Wrangler

0.75" Leveling Spacers	\$39.95
1.5" Coil Spacer Kit	\$199.95
2" Coil Spacer Kit	\$129.95 - \$109.95
2.5" X-series Kit w/X-Flex arms	\$949.95
3.25" Coils w/N2.0 shocks	\$399.95 - \$369.95
3.75" 2" susp. / 1.25" body	\$429.95 - \$389.95
4" Complete Kit w/N2.0	\$549.95 - \$499.95
4" X-series Kit w/X-Flex arms	\$999.95
6" X-series Kit w/X-Flex arms	\$1049.95
2.5" Long Arm Suspension	\$1499.95
4" Long Arm Suspension	\$1599.95
6" Long Arm Suspension	\$1649.95

ACCESSORIES

Dual Steering Stabilizer (2.5"-6.5")	\$99.95
1" Body Lift Kit (replaces body mounts)	\$149.95
1.25" Body Lift Kit	\$99.95
2" Body Lift Kit	\$109.95
3" Body Lift Kit	\$129.95
Front Stubby Bumper	\$149.95
Front Stubby Winch Bumper	\$279.95
Hydraulic Hood Assist	LOW PRICE! - \$59.95
7" Fender Flares	\$169.95
1.5" Wheel Spacers (pair)	\$59.95



SUSPENSION 1984-2001 XJ Cherokee

1.5" Coil Spacer Kit	\$249.95
3" Coils w/ N2.0 Shocks	\$255.95
3" Series II Kit w/N2.0 Shocks	\$345.95
4.5" Complete Kit w/N2.0	\$499.95 - \$459.95
4.5" X-series Kit w/X-Flex arms-N2.0*	\$829.95
6.5" X-series Kit w/X-Flex arms-N2.0*	\$899.95
4.5" Long Arm Suspension	\$1299.95
4.5" Long Arm Suspension*	\$1399.95
6.5" Long Arm Suspension*	\$1449.95

*Includes new rear leaf springs

ACCESSORIES

Front Winch Bumper	\$379.95
Dual Steering Stabilizer	\$99.95
Shackle Relocation Kit	\$119.95
Gear Packages	starting at: \$469.95
Sway-bar Quick Disconnects (4"-6")	\$69.95
Adjustable Front Track Bar (4"-6")	\$129.95
HD Tie Rod Upgrade	\$79.95
1.5" Wheel Spacers (pair)	\$59.95
Performance 2.2 Steering Stabilizer	\$49.95
Control Arm Drop Kit	\$189.95
Differential Guards (Dana 30/35/44)	\$59.95
X-Flex Adjustable Control Arms (pair)	\$189.95



SUSPENSION 1987-1995 YJ Wrangler

2.5" Complete Kit w/N2.0 shocks	\$449.95
4" Complete Kit w/N2.0	\$499.95 - \$449.95
4.5" Complete Kit w/Military Wraps	\$549.95
4.5" X-series Kit w/Military Wraps	\$649.95
5.5" Spring Over Axle Mounting	\$74.95
6" Complete Kit w/N2.0 shocks	\$999.95

ACCESSORIES

Dual Steering Stabilizer (4"-6")	NEW! - \$99.95
1" Body Lift Kit (replaces body mounts)	\$149.95
1.25" Body Lift Kit	\$79.95
2" Body Lift Kit	\$84.95
3" Body Lift Kit	\$94.95
Boomerang Lift Shackles (1", 1.25")	\$54.95



SUSPENSION 1999-2004 WJ Grand Cherokee

2" Coil Spacer Kit w/N2.0 Shocks	\$249.95
4" Complete Kit w/Perf 2.2 Shocks	\$649.95
4" X-series w/X-Flex Arms	\$799.95 - \$749.95
4" Long Arm Suspension	NEW! - \$1499.95
4" Long Arm Upgrade Kit	NEW! - \$1099.95

ACCESSORIES

Winch Mounting Plate	NEW! - \$229.95
Performance 2.2 Dual Steering Stabilizer	\$129.95
Performance 2.2 Steering Stabilizer	\$49.95
X-Flex Adjustable Control Arms (pair)	\$179.95
Sway-bar Quick Disconnects (3"-6")	\$59.95
Adjustable Front Trac Bar (3"-6")	\$129.95



SUSPENSION 1993-1998 ZJ Grand Cherokee

1.5" Coil Spacer Kit w/Shocks	\$205.95
3.5" Complete Kit w/N2.0 Shocks	\$399.95
4" Series II Kit w/arms & N2.0 Shocks	\$599.95
4" X-series Kit w/X-Flex Arms - N2.0	\$779.95
4" Long Arm Suspension	\$1499.95
4" Long Arm Upgrade Kit	\$999.95

ACCESSORIES

Winch Mounting Plate	\$229.95
1.5" Wheel Spacers	\$59.95
Performance 2.2 Steering Stabilizer	\$49.95
Sway-bar Quick Disconnects (3.5"-6")	\$69.95
Differential Guards (Dana 30/35/44)	\$59.95
X-Flex Adjustable Control Arms (pair)	\$189.95

ARMOR & PROTECTION - FOR YOUR JEEP JK

Differential Skid	\$149.95	Evap Skid	\$79.95
Frt. Control Arm Skids	\$19.95	Muffler Skid	\$179.95
Front Skid	\$79.95		
Sway-bar Skid	\$89.95		
Gas Tank Skid	*\$149.95		
HD Crossmember	\$179.95		

*4 door models +\$30

BUMPERS - FUNCTIONAL - HEAVY DUTY - AFFORDABLE

JK Front Stubby Winch (shown right*)	\$379.95
JK Hybrid Stubby Winch	\$189.95
JK Hybrid Stubby Winch w/Fog mounts	\$229.95
JK Bull Bar (Black/Stainless)	\$149.95/\$249.95
TJ / YJ Front Stubby	\$149.95
TJ / YJ Front Stubby Winch	\$279.95
XJ / MJ Front Winch	\$379.95



*shown with optional stinger bar and d-rings

NEW!

DRIVETRAIN - REGAIN LOST POWER



EXTENDED DRIVE SHAFTS

STARTING AT: \$279.95

Eliminate Vibrations
Increased Strength
Better CV Joints
Double Cardan Style

NP231 SLIP-YOKE ELIMINATOR: \$199.95

Converts transfer case from slip yoke to a fixed yoke for improved off-road durability and performance.



OFF-ROAD FOR EVERYONE



- LIFETIME WARRANTY*
- 90 DAY GUARANTEE
- UNBEATABLE SERVICE
- TOP QUALITY PRODUCTS
- EXPERIENCED SALES STAFF
- SAME DAY SHIPPING**
- LOWEST SHIPPING RATES
- DELIVERED 3 DAYS OR LESS

* Some restrictions apply - complete details on line
** Parts must be in stock and ordered before 4:30pm (cst)

LIGHTING - COMMAND THE DARK



4" Round LEDs \$89.95



2" Square Cree LEDs \$89.95



50" Curved Cree LED Light Bar
23040 lumens / 288 watts \$549.95



50" Straight Cree LED Light Bar
23040 lumens / 288 watts \$499.95



12" Straight Cree LED Light Bar
5760 lumens / 72 watts \$159.95

NEW!

NERF STEPS - FOR YOUR JEEP JK



- EASY BOLT-ON INSTALL
- SOLID 1-PIECE CONSTRUCTION
- WHEEL TO WHEEL DESIGN
- LIFETIME WARRANTY

STARTING AT: \$399.95

NEW!

SOFT TOPS

- PRECISE FITMENT
- DOT-APPROVED WINDOWS
- 3-YEAR LIMITED WARRANTY
- WATER-TIGHT

STARTING AT: \$249.95



ELECTRIC WINCHES & ACC - RECOVERY SOLUTIONS



9500LB [STEEL]	\$299.95
9500LB [SYNTHETIC]	\$449.95
12000LB [STEEL]	\$399.95
12000LB [SYNTHETIC]	\$549.95

Snatch Block	\$24.95
Winch Cover	\$19.95
Winch Strap	\$39.95
7ft Quick Disc. Cable	\$59.95
24ft Quick Disc. Cable	\$129.95
85ft Synthetic Rope	\$219.95



Hawse Fairlead	\$24.95
12in LED Light Bar	\$24.95
Roller or Hawse Fairlead Mount	

WE'RE OPEN LATE
FOR YOUR SHOPPING NEEDS

7AM - 10PM Mon - Thurs

7AM - 7PM Friday

All times are US Central Standard Time (CST)

8AM - 5PM Saturday

Closed Sunday

800-222-7023

By Tori Tellem

jpeditor@jpmagazine.com



Jeep News & Rumors

- The results of the 20th-annual Total Quality Index are in, and the Jeep Wrangler Unlimited scored at the top of the entry-SUV segment. What does that mean? The TQI, as total-quality hipsters call it, compiles feedback from more than 46,000 owners of new 2015 model-year vehicles and asks 155-plus questions to gauge how that ownership is going. As well, this is the first time Fiat Chrysler ranked the highest among all automakers in the TQI.
- More satisfaction: The Grand Cherokee got the highest spot in the midsize-SUV category for the fifth time in a row from AutoPacific and its Vehicle Satisfaction Awards. How it goes about gathering what's needed for this ranking is similar to what you read above.
- What does \$280 million get you? Well, if you're Fiat/Chrysler and invest it in the manufacturing joint venture Fiat India



Quote Without Story

"I think the overall styling, the overall shape, the overall accommodation of that vehicle is spot-on. I don't think that there's anything that dramatically needs to change with that vehicle going forward."

—Head of Jeep, Mike Manley, regarding the significance of the redo on the Grand Cherokee for mid-2016, according to *Automotive News*

Reader Quote Without Story*

*As seen on Jp's Facebook page



Harry Berman First myth is "4.0 will run forever"

Like · Reply · 2 · July 18 at 1:09pm



Automobiles Private Limited with Tata Motors Unlimited, then it gets you support in the production of a new Jeep being produced in the second quarter of 2017.

- October 10, 2015, is the 3rd annual Jeep on the Rocks concert at the Red Rocks Amphitheatre in Colorado. The show is headlined by Panic! at the Disco, and if that's not worth the price of admission alone, then know that there's also special VIP parking for Jeep owners. To get a seat, go to axs.com.
- A world record was set at the '15 Bantam Jeep Heritage Festival, to the tune of 2,420 Jeeps in a parade? Besting the previous Guinness World Record of 1,846?



What a Jeep Made of Cans Looks Like

Jeep, the FCA Foundation, Construction, and students got together in Vancouver, B.C., to celebrate Canada Day by building a life-size replica of the Jeep Wrangler using more than 4,500 cans of food. The food went to the Greater Vancouver Food Bank Society.



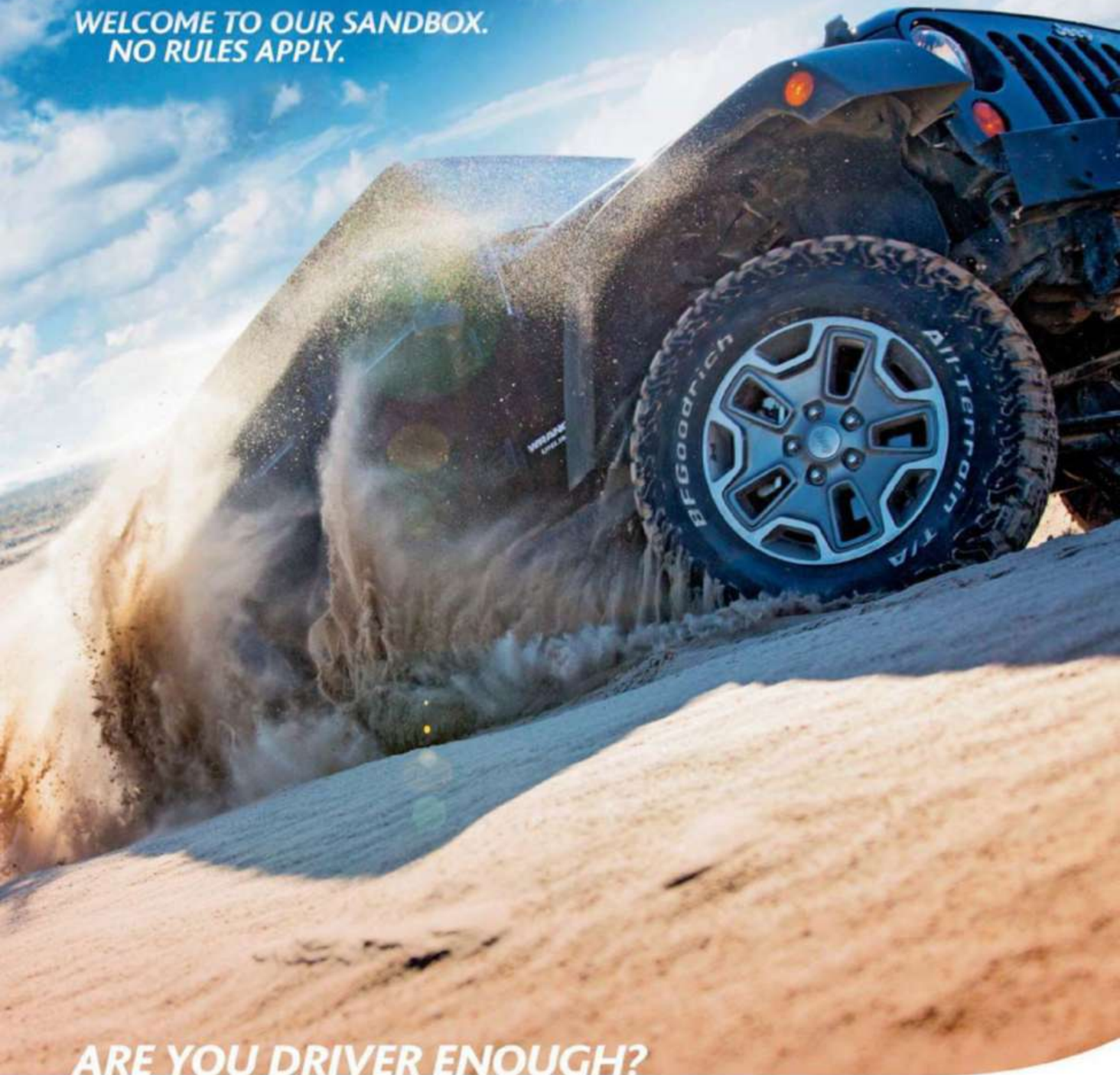
Industry News

- The American Expedition Vehicles AEV Prospector takes a Ram and gives it even more of an off-road presence, implementing the company's unique 3-inch DualSport suspension, front bumper, and wheels. Also on tap are special headrests, badging, and a painted grille and rear bumper. Learn more at aev-conversions.com.
- Weld held a wheel-design contest. The winner was a Kansas City Art Institute student, who nabbed \$1,000 in the inaugural competition, which was open

to all students enrolled in the virtual sculpture design program at the 'tute.

- Hella's got myhellalights.com if you're in the mood for an online guide to lamps, lights, and bulbs.
- Borla and Alphabet Energy are working on a next-gen exhaust system: the first aftermarket thermoelectric fuel-efficiency product for internal-combustion engines. In other words, it would grab waste heat and use it to improve fuel efficiency via lowering alternator load or even dumping the alternator altogether.

**WELCOME TO OUR SANDBOX.
NO RULES APPLY.**



ARE YOU DRIVER ENOUGH?

Power through even the most challenging off-road conditions with the new BFGoodrich® All-Terrain T/A® KO2. It's our toughest all-terrain tire. Ever.



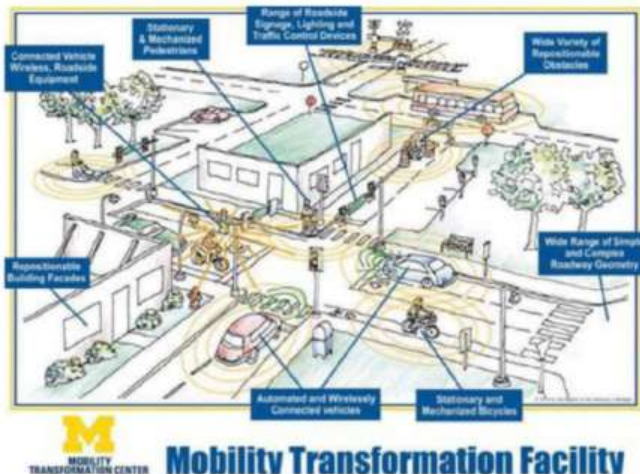
2015 Off-Road Motorsports Hall of Fame

The newest inductees to the Off-Road Motorsports Hall of Fame are Shannon Campbell (rockcrawling/racing), Chris Collard (journalist), Michael Gaughan (racer and team sponsor), Curt LeDuc (racer), and Jerry Penhall (racer and fabricator).



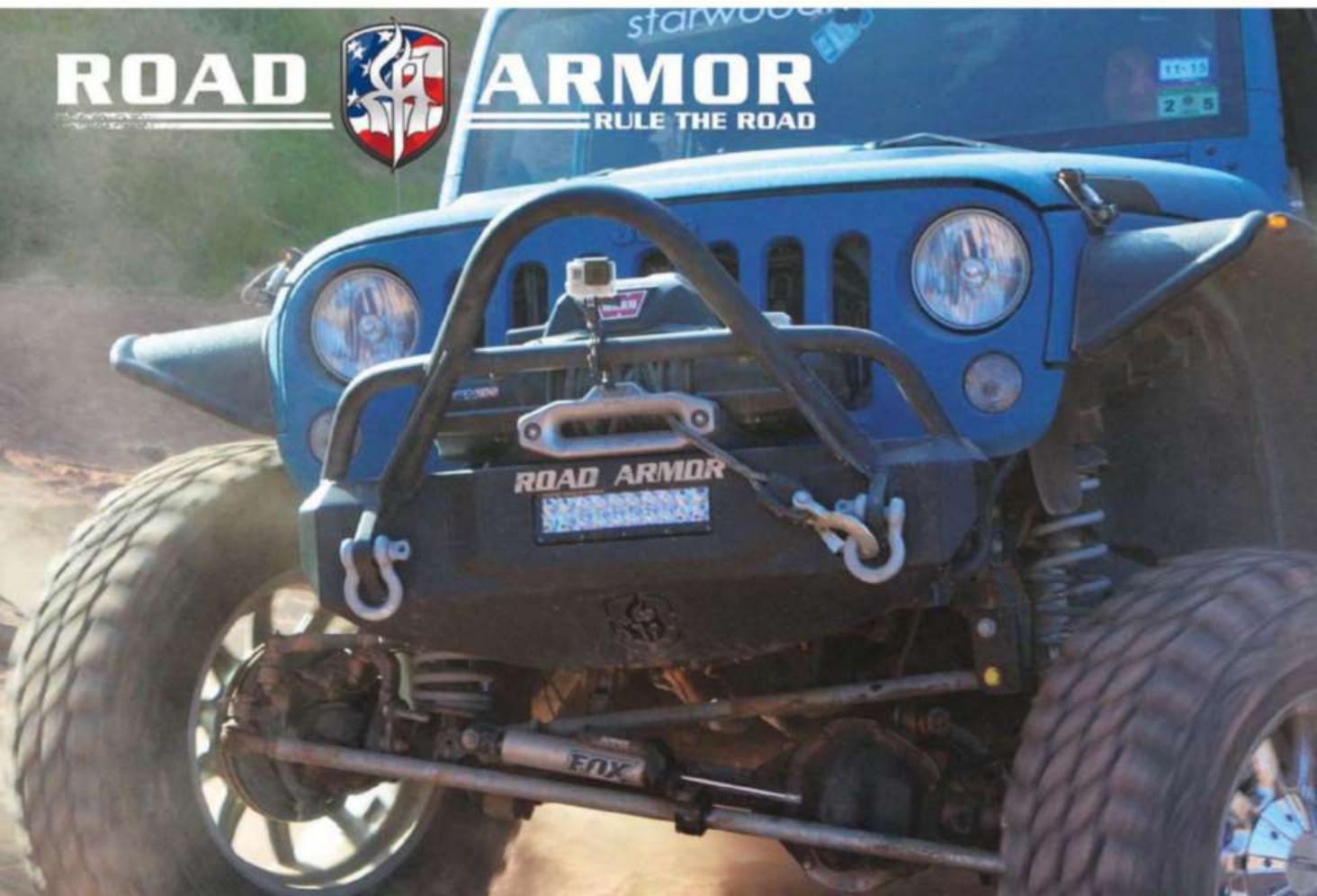
What is Mcity?

Like them or leave them, autonomous vehicles are getting their 15 minutes of fame, and the University of Michigan's Mobility Transformation Center has dedicated 32 acres to the cause. Mcity simulates the real world with multi-lane roads, curves and ramps, different road surfaces such as dirt and asphalt, and tunnels. Plus, there are traffic-control devices, crosswalks, bike lanes, buildings, and more to allow for testing automated and connected vehicles.



Auto Graphs

- Nissan is the top-selling Asian brand in Europe.
- Nissan gets name-checked again: If you see the Tennessee Titans on their home turf in Nashville, you'll be at the Nissan Stadium.
- Volvo is doing a lifetime parts and labor warranty. It'll be offered for all Volvos serviced after the factory warranty. Volvo said customers can expect to pay once, then never again, for replacement parts and labor.
- The Unimog is coming back to Canada? What about US?
- SEMA pointed out that President Obama's move to designate three new national monuments could potentially restrict new roads or trails and will require a new land-management plan equaling more road closures. SEMA is opposed to the designations, which include the Basin and



Range National Monument in Nevada, Berryessa Snow Mountain Monument in Northern California, and Waco National Monument in Texas.

- The Senate approved an amendment in a transportation bill that requires rental cars to be grounded and repaired before being rented if there's an open safety recall.
- It's now legal in Tennessee to break into cars to save animals. Searching for the owner and letting law enforcement



know what you're going to do is required. It's part of the Good Samaritan law that already allows for breaking in to save children.



- The 900 lb-ft of torque crown goes to the '16 Ram HD and its Cummins 6.7L.
- The '16 Chevy Silverado 1500 has an all-new look.

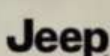
Quote Without Story 2

"Well-known hackers Charlie Miller and Chris Valasek recently teamed up with a WIRED reporter to publish a story that you may have read about or seen on the news. The story highlights how Miller and Valasek hacked into Miller's '14 Jeep Cherokee and remotely controlled some functions. Miller and Valasek have been working on intentionally hacking into Miller's vehicle over the past year as part of their ongoing research in the area of automotive cybersecurity and have communicated with FCA about some aspects of their work. To FCA's knowledge, there has not been a single real-world incident of an unlawful or unauthorized remote hack into any FCA vehicle."

—Blog statement from Fiat Chrysler



**SEMA BOOTH : 34251
UPPER SOUTH HALL**



SPECIAL REBATE OFFER!

\$50 BACK ON BUMPERS AND JK ARMOR *

\$100 BACK ON GUARDED FRONT BUMPERS **

REBATE CODE : JPMAG

CALL FOR DETAILS

* EXCLUDES LIGHT PILLARS

** TITAN II AND LONESTAR ONLY



**ROAD ARMOR IS THE WORLDS PREMIER BUMPER MANUFACTURER,
DEDICATED TO PRODUCING THE ULTIMATE IN FORM, FIT, AND FINISH.
WE WERE THE FIRST TO CREATE A MULTI FACETED STEEL BUMPER
DESIGN AND HAVE LEAD THE INDUSTRY SINCE 2002.**

100% AMERICAN MADE AND PROUD OF IT

ASK US ABOUT THE ROAD ARMOR DIFFERENCE

#RULETHEROAD #MADEINUSA

f /roadarmorbumpers

@road_armor #roadarmor

roadarmor.com

877-294-2726



Where the Jeeps Are

Have an event? Let us know! Remember the magazine needs about four months of notice. Just follow these steps:

- Name of event:
- Date(s) of event:
- City/State of event:
- Venue for event:
- Website for readers to learn more about your event:
- Why your event is cool in five words or less:
- Have a high-resolution photo from a previous event? Feel free to send it to us and we might just include it.
- Send the info and photo to: jpeditor@jpmagazine.com
- Make your subject line: Where the Jeeps Are

Fall Midwest Willys Reunion & Swap Meet

September 18-20
Jefferson City, Missouri
midwestwillysreunion.org
"Celebrate our 20th reunion."

Australian Jeep Jamboree 2015

October 1-5
Rydal, New South Wales, Australia
jeepjamboree2015.com.au
"Grandest Jeep Jamboree outside USA."

Crawling for a Cure

October 17
Monson, Massachusetts
crawlingforacure.org
"In 2014, we donated \$7,000."

Twitter and Instagram Watch



Twitter: @pepboysauto

Instagram: @_yalnizkurt_

Instagram: @4xfredwilliams



Pep Boys @pepboysauto · Jul 20
The only thing that throwing gum out the window will get you is bad 'car'ma. #BadCARma #Cars #Karma #PetPeeves

View photo

Get in Jp Magazine

Help us put together our Sideways department! Send us stories and photos for:

Jeep Chix: We want to see you or your gal or some gal you know with a Jeep. Give us her name, the circumstances, the situation—the details.

Stuck/Flopped/Rolled: How come none of you are sending us photos and stories for this version of Sideways? Are you all staying on baby trails? Where are photos of cool carnage and stuck Jeeps?

Vintage and Military Jeeps: We like old-timey and military things. Please us with a pic, story, names, Jeep.

In addition to the words, here are the photo requirements:

- Maximum-quality JPEG, BMP, or TIFF file.
- No less than 1,600 by 1,200 pixels (about 2 megapixels).
- No PDFs or other formats. We just can't use them in the magazine.
- Email the materials to jpeditor@jpmagazine.com with the subject line: Sideways. 📧

Performance Cooling with OEM fit and function

Flex-a-Lite
ALUMINUM RADIATORS

Part# 52388
'07-'11 Jeep Wrangler JK with Factory V-6
MADE IN USA

4116JK
Transmission Cooler

www.flex-a-lite.com toll free (866) 230-5908

VAPOR PRO
5184

PRO COMP

off-road driven™



VERTIGO
Series/40
17"/18"/20"



PREDATOR
Series/35
17"/18"



ROCKWELL
Series/34
17"/18"/20"



PHASER
Series/41
17"/18"/20"

Neal Hancock has owned a handful of off-road rigs over the years, including a CJ-5 and a rock buggy he built. His build formula has typically been to install V-8 power on a stretched wheelbase with 1-ton axles and big tires. When it was time to build a new rig to accommodate his family, he wanted to stick with an open-top configuration but with added seating capacity.

He went about the build a bit unconventionally by taking a '84 XJ Cherokee and chopping the entire top off, leaving only the windshield. The entire vehicle was gutted and in came another one of those torquey V-8s, a stout drivetrain, linked suspension, 37-inch tires, and a whole lot of fabrication and massaging

of metal. In the end, Neal got another capable rig with full seating for four. It sees regular use in the Arizona desert and in the sands of Mexico.

Chassis

As we all know, the Jeep XJ is a Unitbody design, so to accommodate the linked suspension and drivetrain Hancock wanted, he had to supplement the existing chassis structure. He started with a pair of C-ROK Rock Skins to protect the rockers, and he then further plated these to the factory Unitbody in order to provide a platform on which to weld link mounts to hang his own suspension.

Up front is a custom 3-link with track bar attached to the axle using a modified Blue Torch Fab truss. 14-inch-stroke, 2½-inch bore Sway-A-Way Racerunner

coilovers support the front of the rig and 4-inch-stroke, 2-inch bore nitrogen bumpstops halt the upward travel of the axle. The rear triangulated 4-link also uses 14-inch travel Racerunner coilovers. All four coilovers are attached to mounts tied into the cage under the hood or at the tail of the rig, and each carries a remote reservoir. The wheelbase has been stretched to 104 inches.

Drivetrain

The factory drivetrain was completely eliminated and Hancock started from scratch with a solid powerplant. He filled the gaping hole under the hood with a GM LQ9 6.0L Vortec V-8 salvaged from a '05 Cadillac Escalade with an LS6 intake and injectors. However, before it was slipped between the frame rails, it

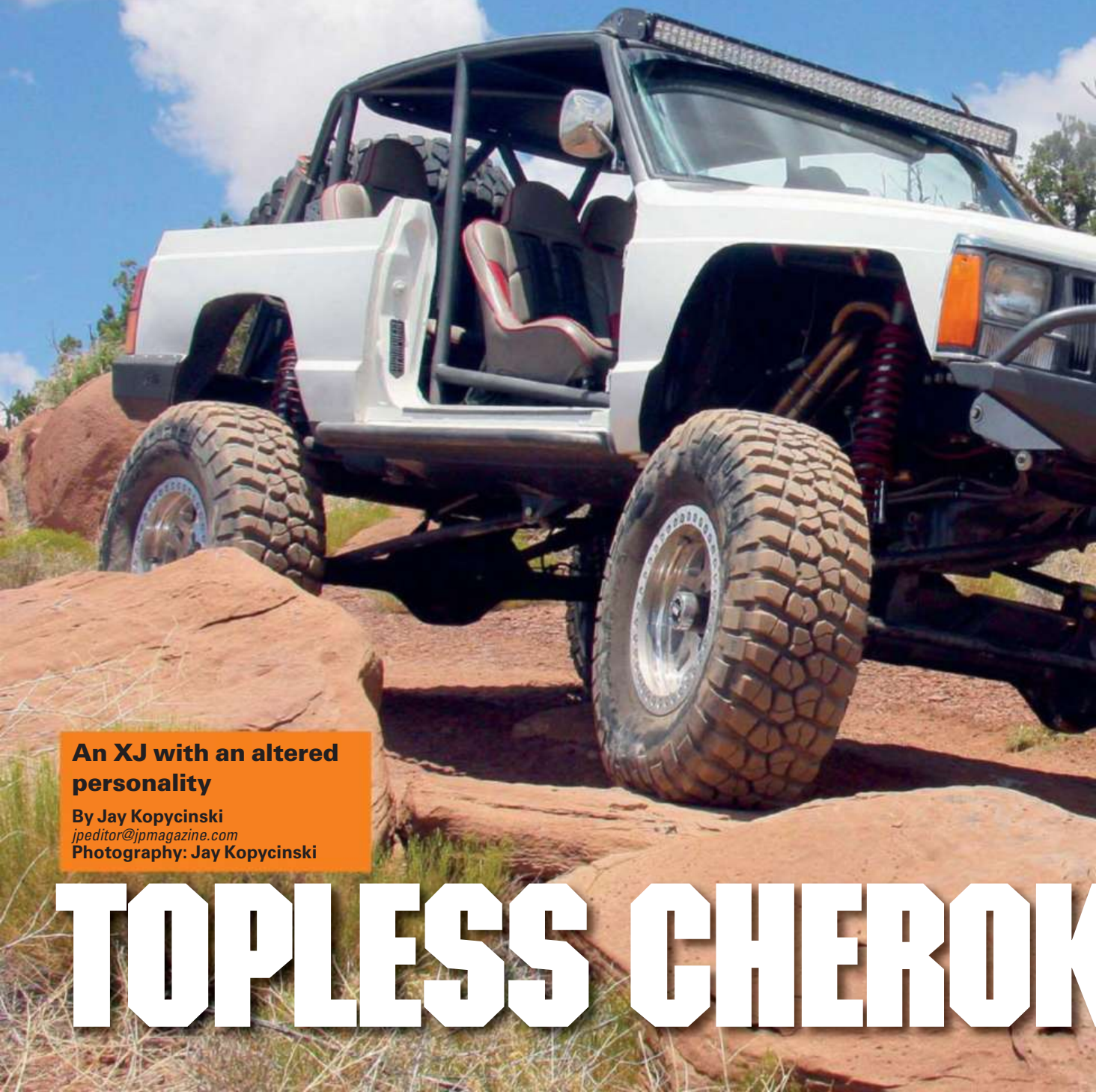
An XJ with an altered personality

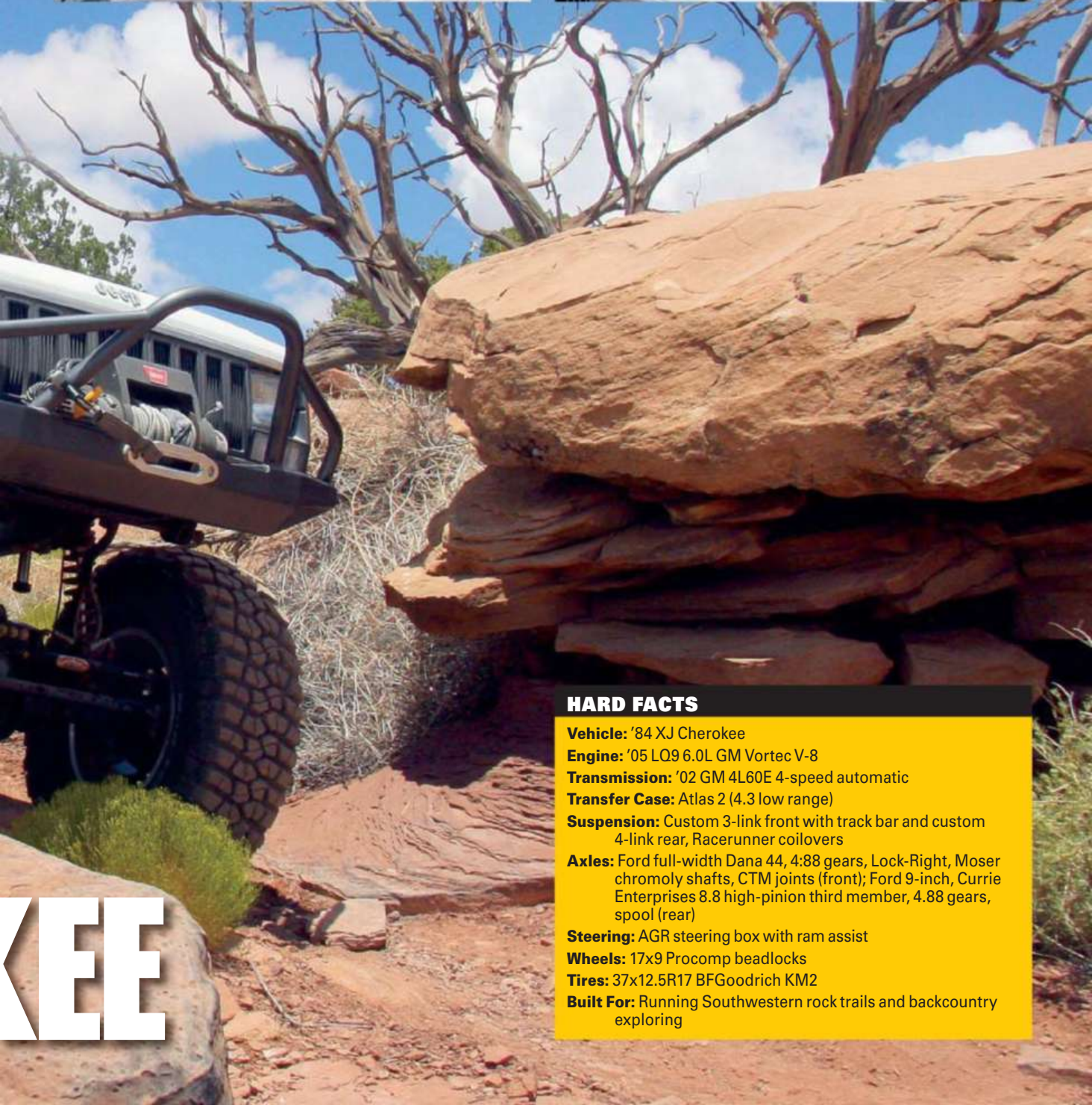
By Jay Kopycinski

jpeditor@jpmagazine.com

Photography: Jay Kopycinski

TOPELESS CHEROK





KEE

HARD FACTS

Vehicle: '84 XJ Cherokee

Engine: '05 LQ9 6.0L GM Vortec V-8

Transmission: '02 GM 4L60E 4-speed automatic

Transfer Case: Atlas 2 (4.3 low range)

Suspension: Custom 3-link front with track bar and custom 4-link rear, Racerunner coilovers

Axles: Ford full-width Dana 44, 4:88 gears, Lock-Right, Moser chromoly shafts, CTM joints (front); Ford 9-inch, Currie Enterprises 8.8 high-pinion third member, 4.88 gears, spool (rear)

Steering: AGR steering box with ram assist

Wheels: 17x9 Procomp beadlocks

Tires: 37x12.5R17 BFGoodrich KM2

Built For: Running Southwestern rock trails and backcountry exploring

TOPLESS CHEROKEE



was updated with a Competition Cams bump stick with aftermarket valve springs and pushrods. Hancock fabricated the stunning TIG-welded stainless exhaust headers from tube sections. The 1 $\frac{3}{4}$ to 1 $\frac{7}{8}$ -inch step headers efficiently route the exhaust gases from the engine, and they exit the tail of the Cherokee through a pair of Magnaflow mufflers. A K&N air intake was added as well, and the ECM was sourced from a '00 GM truck.

C-ROK frame-stiffener plates were added to beef up the chassis for the larger engine and to resist flex fatigue from trail use. A custom Ron Davis aluminum radiator helps keep the engine cool on the highway and when 'crawling on trails. Transmission of choice was a '02 GM 4L60E four-speed automatic, and it's shifted using a B&M Megashifter. From there, an Atlas 2 transfer case with a 4.3:1 low range is mated to the transmission using an Advance Adapters adapter.

Axle needs were addressed up front with a full-width Ford Dana 44. But first, it was modified with 4:88 gears, a Lock-Right, Moser chromoly 'shafts, and CTM joints. In the rear, the XJ got a Ford 9-inch with a Currie Enterprises 8.8 high-pinion third member, matching 4.88 gears, 35-spline 'shafts, and a spool.

Direction changes take place using an AGR steering box assisted with a 1-inch bore Surplus Center hydraulic ram. Finally, traction is provided with 5-lug Pro Comp beadlocks turning 37x12.5R17

BFGoodrich KM2 Mud Terrains. A matching spare sits on the tail of the rig on a custom carrier that lifts upward using gas struts to allow access to a cooler and a storage box below.

Body and Interior

Hancock wanted to retain the street legal status of the XJ but improve visibility and gain the open-air feeling of a topless type rig. So out came the reciprocating saw and he loped off most everything above the hood line, save for the windshield frame and windshield. He capped off the windshield frame and the top bodyline of the two-door Cherokee with sheetmetal. He even eliminated the doors for improved visibility and ease of access.

With a load of 1 $\frac{3}{4}$ -inch tubing and some time spent on a bender, he had the pieces to fabricate a full-length eight-point rollcage. He sparked the welder and burned the tube together, then plated it down to the floor to provide a safety 'cage for all occupants. An aluminum sheet roof provides further protection and shade. C-ROK bumpers front and rear provide armor and recovery points. Up front, a Warn HS9500i winch was added in case trail extraction is needed.

With the factory interior also stripped bare, Hancock applied Lizard Skin thermal barrier in place of the stock carpeting. A Renegade rear bench and front bucket seats were mounted to the rollcage tubes, as were the five-point safety

harnesses. The dash was also tossed and a custom replacement fabricated using aluminum sheet. It was stuffed with a compliment of Autometer gauges to monitor engine vitals. Hancock also bolted in a modified factory steering column and topped it off with a Grant steering wheel.

Good, Bad, and What It's For

XJ Cherokees are plentiful and versatile, so the donor vehicle provided a good starting base. What they do lack is a body-on-frame design easily suitable for major suspension mods. Hancock wanted a rig that was much like a CJ, while maintaining the identity of a Cherokee. He ended up changing the entire powertrain and drivetrain, chopped the top, and reworked all the interior. Then he built his own suspension to arrive at a full four-passenger rig with plenty of power and the ability to competently tackle a variety of trails and play on the rocks. 🚗

Why I Wrote This Feature

Living in the Southwest means we have the luxury of running open-top rigs much of the year. Typically this is accomplished in a CJ, YJ, TJ, or JK. I like tastefully chopped-top SUVs, and Hancock did a great job of turning this XJ into an open rig that's fun on the street and awesome on the trail.

—Jay Kopycinski



Innovation in Motion™

PowerStep™

PART NUMBERS

2007-2015 JK 2-DR

75121-01A

2007-2015 JK 4-DR

75122-01A

AMP-RESEARCH.COM



INVENTED, ENGINEERED AND
MANUFACTURED IN THE USA

Features & Benefits

- Automatically extends when the doors open
- Retracts snug to the rocker panel when doors close
- Zero-loss of ground clearance
- Integrated LED Light System
- 600 lb load capacity (each side)
- 5-year/60,000-mile warranty

ALL TERRAIN DURABILITY AT A VALUE YOU DESERVE



KANATI

QUALITY PERFORMANCE TIRES

TRAIL HOG A/T AVAILABLE IN 19 SIZES
MUD HOG M/T AVAILABLE IN 21 SIZES

For more information check out Kanatitires.com or find us at



@KANATITIRES

PHOTO BY Jim Speth Photography



CURRIE BEEF



Play in the dirt long enough and you're going to break something. It's just a fact of

off-road life. Whether it's major or minor breakage depends largely on the driver, but things do happen when playing off-road. Compounding the matter is the fact that factory parts are generally known not to be the strongest. They are chosen to fit a certain price point within the vehicle's design parameters. What this means for the Jeep is that we end up with parts that, while they can do the job, could be a whole lot better.

Currie axle and steering upgrades for the JK

By Sue Majich

jpeditor@jpmagazine.com

Photography: Sue Majich

One of the weakest points on a JK is the front axle. The Dana 30 front axle that comes standard in the JK (Rubicons get the Dana NG 44 front axle) is not known for being the strongest axle

around. The axletubes are thin-wall to save weight, the axleshafts are 27-spline, and the end forgings are just not thick enough to stand up to heavy abuse. All that said, they still stand up to way more abuse than they really should, provided the tire size and vehicle weight doesn't get too large or heavy. While the JK Rubicon's Dana NG 44 is a bit of an upgrade, it shares the same tubes, end forgings, and knuckles with the Dana 30. The only real difference is the size of the differential, a thicker-cut gearset, and the 32-spline axleshafts in the rear.

As the tires get bigger and we add more armor to our Jeeps, bending or

BANKS MONSTER EXHAUST

**POWER!
ECONOMY!
RELIABILITY!**

Constructed entirely of heavy-gauge stainless steel, Banks Monster® is the industry's least restrictive, more than doubling the stock flow. Monster virtually eliminates backpressure from the catalytic converter back, for more power and efficiency—and has an authoritative, yet civil, exhaust note. Features a supersized, 2.5-inch tailpipe with a stainless tailpipe tip polished to a mirror finish—or choose the new black tip!

AVAILABLE FOR:

Chevy/GMC, Dodge, Ford, Nissan, Toyota, Jeep, VW

Call For Your Specific Application

**OUT FLOWS
STOCK BY UP TO 140%**



SHOWN:
'07-10 Jeep 3.8L Wrangler



WE'VE GOT YOUR JEEP MODEL YEAR COVERED!

4.0L 1987-01 Cherokee



2.5L/4.0L 1997-06 Wrangler



4.0L 1991-95 Wrangler



4.0L 2004½-06 Wrangler



3.8L/3.6L 2007-15 Wrangler



3.0L 2014-15 Grand Cherokee



Cold Air Intakes, Intercoolers, Tuners, Turbo Systems, Power Systems also available as individual components or complete systems.

bankspower >>

CALL NOW 800-709-1686
www.bankspower.com



There's a lot that goes into the housings of these differentials. Having worked as a heavy equipment and truck mechanic, I've done most jobs on a vehicle—engine rebuilds, several transmission rebuilds, lots of hydraulic system repairs, etc. For some reason, differentials just baffle me. It was a good thing to have the experts at Currie Enterprises put this together.



These ball-joints from Synergy Manufacturing are light years better than those from the factory. The factory ball-joints use a nylon liner inside and are not able to be greased. Synergy made these with a bronze and graphite cup, a hardened steel ball, and then added grease zerks. This makes for a much tighter joint and vastly improved handling and wear, especially when running bigger tires.



One of the nice things about having this job professionally installed is having the tools and equipment to do things properly. The bolt holes in the ARB carrier are too small for the JK-spec ring-gear bolts. Sure, reaming these out could be done by hand, but this Bridgeport knee-mill just makes things so nice. Hmm, we think we see an open space in the corner of the garage.



A small die grinder and a carbide burr are all that's needed to get this done. Well, that and a little experience. The bearing cap needs to have a notch ground into it so the air line can pass through without trouble. Where the experience comes in is knowing how much to grind without severely weakening the cap. When in doubt, it's always easier to go back and grind a little more.



The center section Currie uses on its RockJock housings is immense compared to the factory JK Dana NG 44. With walls nearly an inch thick, the RockJock can withstand some heavy abuse. The only thing we miss is a drain plug. While it's not a bad idea to pull the cover and take a look at the insides while changing the oil, we personally don't want to have to reseal it at every oil change.



One of those great mysteries of life—well, of the Jeep world at least—is who thought it was a good idea to build a differential cover out of “tin-foil.” It's not really, but it sure looks like it. The Currie cast-iron cover is a huge improvement over the factory cover. It's about a 1/2-inch thick, with recessed holes to protect the bolt heads. The dipstick is a nice touch, making it easier and cleaner to check the gear-oil level.

breaking the front axle becomes more likely. In fact, it's almost a given. A couple of the more common problems that show up are the end forgings bending and the axletubes bending where they enter the differential housing. The end forgings, or inner-C, is where the knuckles connect to the axle via the ball joints. Hitting enough big bumps with a heavy vehicle and big tires can cause the forging to bend in at the top, resulting in high negative camber. While not catastrophic, it does lead to your tires wearing out quickly along the inside edge and alignment issues which can make the steering a little twitchy. Bending the tubes at the differential, however, can lead to catastrophic failure. In other words, the axle falls apart and you're getting towed home.

When the axles in our '11 JK started to smile a little (the rear axle was even smiling some) we got to talking about how to fix it. There are numerous ways we could have gone. Several companies make inner-C gussets, trusses, and sleeves for the axletubes. We could have chosen any of these and had our axle straightened and strengthened. We also talked about finding an old 44 and beefing it up to Dana 60 standards, using off-the-shelf parts only—nothing custom. During the conversations, we kept coming back around to what the inherent strengths of our Rubicon's factory front axle were, though. It has that thick-cut ring gear and the oversized pinion shaft. Then the RockJock 44 housing from Currie Enterprises caught our eye.

Built to JK specifications, the Currie RockJock 44 housing would allow us to keep the strength of that heavier gearset, while getting a heavy-wall axletube, heavier center section, and much heavier end forgings. We decided on a 4.88:1 gear ratio to help turn our 37-inch tires, with ARB air lockers for traction duties. The beauty of selectable lockers, like the ARBs, is that you get all the advantages of a full spool off-road, while keeping the on-road manners of an open differential.

Revolution Gear and Axle provided us with everything else we needed to complete the axles. We got gearsets made from 8620 steel forgings, 35-spline axleshafts made from 4340 cromoly steel, and the setup kits, all of which are American made. As compared to the factory axleshafts, which are just under 1 1/8-inch diameter with 30-spline ends (rear 'shafts are 32-spline), the Revolution shafts are a full 1 1/2-inch diameter with 35-splines. They still use the larger 1350 U-joints, which then drop back down to 32-splines at the outer stub. The reason for this is that the unit-bearing can't take anything bigger. To open up the unit-bearing splines large enough to accept a 35-spline outer stub would weaken it to an unacceptable degree. Oh well, you can't have everything. All in all, we think we did fairly well in getting a Dana 44 that's nearly up to one-ton strength. It's certainly strong enough for just about anything we're going to throw at it with our JK.



**LIFETIME
RUBICON EXPRESS
ADVANTAGE**

**HASSLE FREE WARRANTY.
WE BUILD IT SO YOU CAN USE IT.**



NEW 2015 JK PRODUCTS



COILOVER KIT



SPORT KIT



SKID PLATES



HYDRAULIC AIR BUMP STOPS

How do you make the most capable vehicle on the market even better? Rubicon Express has the answer with their full line of American-made products to increase the performance of your 07+ Jeep Wrangler JK on the trail without sacrificing manners on the pavement. All Rubicon Express products are engineered to optimize suspension and steering geometry and are backed by our Rubicon Express Advantage Warranty.

WWW.RUBICONEXPRESS.COM

OFFICIAL SUSPENSION OF
Jeepspeed
Ultimate Series



CURRIE BEEF



Two of the three ports here are self-explanatory. The brass nipple is for the vent line; the other nipple is for the locker air line. Less self-evident is the large plug with the hole next to it. That plug covers the hole where the wiring goes through if we were reusing the factory electric locker. We'll have to pull the bolt out of the factory housing and use it to plug that hole.



Swapping an axle out really isn't that difficult. With some basic tools, a driveway, and some help, you may be able to swap them out over a weekend. Air tools do make things go faster, though. We took the opportunity to check everything out under the vehicle for wear and loose bolts. When you're this deep into it, it only makes sense to go over everything.



Sometimes when all the right tools are just not enough, you need a little creativity. We tried pickle forks, ball-joint pullers, C-clamps, and hammers—the upper ball joint just did not want to release from the knuckle. We finally resorted to our trusty reciprocating saw and cut the stud off. It was a lot easier to get the rest of the stud out with the knuckle clamped in a vise.



The rear brake rotors and parking brake hardware were some of the parts we decided not to reuse. Ours were pretty well worn out already, so we replaced them. Considering how much better the parking brake works now, it was well worth it. We don't have to hope and pray every time we park on a hill anymore.



The Currie Currentcync steering is made from heavy-duty 1½-inch heat-treated tube used for the links, with 1¼-inch forged-steel rod ends. Because they feature a threaded-in tie-rod-end cartridge (identical at all four points), the rod ends can be rebuilt. You just unscrew the bad joint, thread in a new one, and you're done.



The size of the Currie links is amazing when compared to the factory parts. The factory 1½-inch tube just isn't up to the task of any serious off-road work with large tires. Our tie rod and draglink both had pretty good bows in them. We noticed that steering feel was much improved in our JK after the swap.



After 90,000 miles, the factory bushings were toast. The Johnny Joints we replaced them with helped to tighten up the suspension. They use a precision-machined steel ball inside a urethane bushing. Along with being impervious to weather, they are greaseable and allow for up to 30 degrees of unrestricted movement. Standard heim joints only allow for about 22 degrees.



The Currentcync steering system is a direct bolt-in replacement for the factory parts. No special tools or machine work is necessary. The only issue we had was that the size of the knuckles pushed the dust shield into the brake rotors. A little trimming with a die grinder on the dust shield took care of that problem.

WE PACKED THEM FULL OF POWER. THEN GAVE 'EM A BRAIN.



DIGITAL 1200



DIGITAL 400



Powerful batteries require powerful chargers. Our microprocessor-controlled OPTIMA® chargers are specifically designed to charge, condition and maintain both AGM and lead-acid batteries while maximizing life and performance. They can even recover deeply discharged batteries, so from topping off to reviving, you're always ready to rock. To learn more about OPTIMA chargers, visit OptimaBatteries.com

CHARGES BATTERIES OTHERS CAN'T.

Look for the **OPTIMA DIGITAL 1200 AND DIGITAL 400** chargers at a retailer near you.
The OPTIMA logo, OPTIMA Batteries, The Ultimate Power Source, Spiralcell Technology, REDTOP, YELLOWTOP, BLUETOP and The Six-Pack Battery Design are trademarks of Johnson Controls, Inc. ©2015





Why the factory rod-ends are not grease-able is a mystery. Whatever the case may be, Currie rectified that with its steering kit. All four rod-ends have grease zerks in them. A few pumps is all it takes, but those few pumps help prolong the life of the rod-end by a large margin.



The Currentcync steering includes the brackets to reuse the factory-style steering stabilizer. Since our '11 JK already had a Fox ATS stabilizer on it, we didn't need the brackets. However, we did have to buy a new clamp for it, as the standard clamp is for a 1½-inch tube.



Our sPOD was full, we had already removed the factory electric-disconnect anti-sway bar, and now the factory lockers were going away as well. Because we no longer needed the factory switch panel, we thought this would be a neat place to install the air pump switches. A bit of trimming with a razor knife made room for them. Right next to the brake master cylinder is a hole in the firewall where we pulled the ARB-provided wiring harness through before assembling the plugs on the end.



Along with needing air for our lockers, we wanted to be able to air up our tires and possibly run air tools. We decided on ARB's CKMTA-12 twin compressor with the air-up kit. It inflates our 37-inch tires from 10 to 25 psi in less than two minutes. We haven't decided on a tank yet, but we shouldn't have any problem running a few air tools.

ARB's compressor inflates our 37-inch tires from 10 to 25 psi in less than two minutes



To mount the compressor, we used a part from Mountain Off-Road Enterprises (M.O.R.E.). It was a simple install and went in nicely. The only thing we aren't fond of is how it mounted to the plastic against the fender. We haven't had any problems with it yet and don't really foresee any, but we do think that it could use a more solid point on that side than what is basically a wiring harness cover.



It was a tight fit, but the M.O.R.E. compressor mount worked perfectly. It does make it a little difficult getting to the brake reservoir, but the mount is solid. When you hook up the air lines, remember to always use Teflon tape on threaded fittings. We decided to use gas-line-rated tape (yellow) as it's slightly thicker and should help with vibration, as well as making a tighter seal.



Our JK's maiden voyage, with its new steering and axles, was to go recover a broken-down Jeep. The 4.88 gears made a huge difference both on- and off-road compared to the factory 4.10 gears with the 37-inch tires. We did find a need to reroute the air lines, though. We put them a little too close to the exhaust, and while it didn't melt the tubing, the heat did melt the loom the tubing was in. It wasn't a huge deal, but for long-term reliability, they need to be moved. 📺

Sources

Currie Enterprises, 714/646-6669, currieenterprises.com

Revolution Gear & Axle, 844/213-4327, revolutiongear.com

ARB 4x4 Accessories, 866/293-9078, arbusa.com

Mountain Off-Road Enterprises, 877/533-7229, mountainoffroad.com

Dick
CEPEK
TIRES & WHEELS

**BUY 4
WHEELS***
GET
\$75

**BUY 4
TIRES***
GET
\$100

THE ORIGINAL ADVENTURE REWARD

DICK CEPEK was the original PIONEER of OFF-ROAD adventure.
Get out there on tires and wheels that have proven themselves for decades...
keepin' the CEPEK Legacy alive.

*Mail-in pre-paid card offer valid Sept 1 to Oct 31. See website for details.

DICKCEPEK.COM

PREPARE FOR ADVENTURE

888-317-7808

NEW CEPEK METAL SERIES WHEELS



CURING PRESSURE DROP

Rebuilding the oil pump and adding a remote filter setup for an AMC 360ci V8

By Stuart Bourdon
jpeditor@jpmagazine.com
Photography: Stuart Bourdon

We have owned our '79 Jeep Cherokee (SJ) for a few months now, and although it's

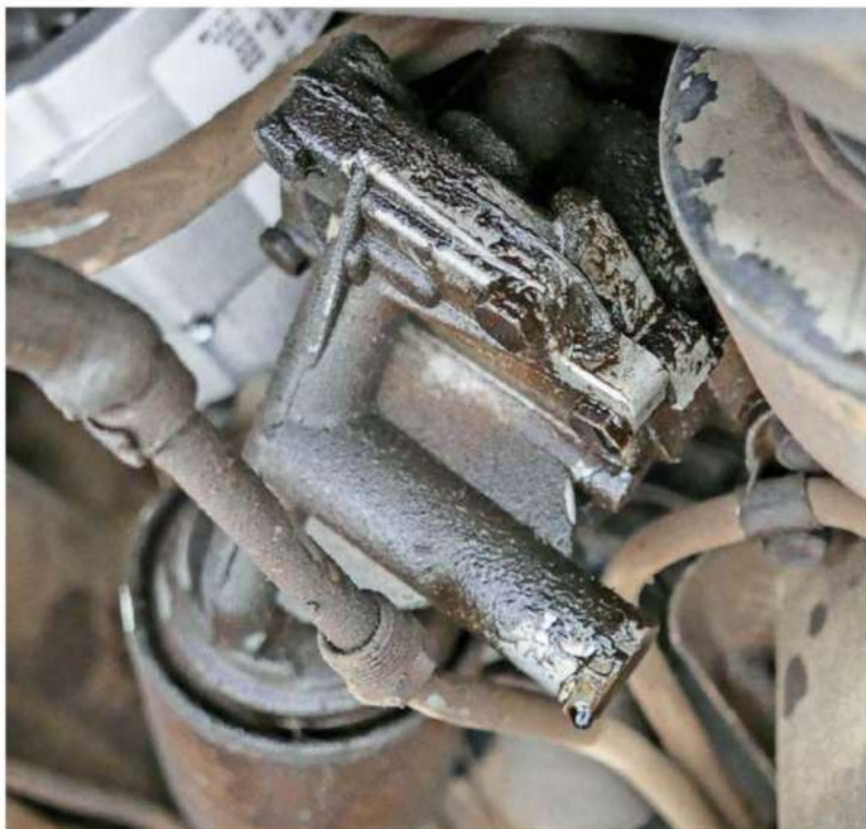
a bit rough, we have fallen in love. The body has a few dents and dings and carries that rust/old paint patina that we will likely never ruin with a spray job. All the mechanicals are in running order, although as any Jeoper knows, nothing is ever perfect, especially when you're dealing with a steel and rubber critter that was born in the age of classic rock 'n' roll. We had noticed almost since the day we brought her home, though, that the oil pressure is not always up into what we would call a comfortable range.

We knew it was time to deal with this oil pressure drop. There can be a few

culprits causing it, but after a thorough examination, we determined that the most likely was the oil pump. Our first clue was the seeping from the mating surface between the oil filter adapter (a neck-like cast aluminum feature between the pump and filter) and the bottom of the oil pump housing that is integrated into the timing chain cover. This was merely an indication of the problem inside.

The oil pump housing and the oil filter adapter are both aluminum. However, the gears inside the oil pump housing are steel. The bottom sides of the steel gears rotate against the top of the aluminum filter adapter. Eventually this creates a swirl pattern carved into the filter adapter. This gap (or tolerance) created underneath the bottoms of the steel gears and the aluminum surface they ride on can allow oil to bypass the gears and lower overall oil pressure. The gear teeth can also begin to wear and lose tolerance, which doesn't help keep up proper oil pressure.

There are several fixes: repair or replace the gouged up filter adapter; replace what may be worn-down oil pump gears; or use a steel midplate between the oil filter adapter and the oil pump housing to prevent the gears from cutting into the aluminum filter adapter again. Some don't like using a midplate because it means there are now two gaskets (one on each side of the steel midplate) through which leaks might occur, instead of the single gasket between the filter adapter and the oil pump housing.



This seeping oil filter adapter gasket was a problem we needed to fix. It led us to dealing with a low oil pressure problem we had wanted to take care of since we had acquired the 360ci V8-powered '79 Jeep Cherokee.

We also wanted to put a remote oil filter setup into the 360's oiling system, and the oil filter relocation kit from Bulltear helped us accomplish that goal. It also provided an opportunity to ditch the factory oil filter adapter. The Bulltear kit included a machined billet aluminum filter relocation end plate, NPT fittings, hoses, and a remote oil filter adapter. We needed more hose than the Bulltear kit came with and easily found it at a local Parker Hose distributor. We also got a midplate kit (it comes with two gaskets) from Bulltear.



One of most important things you can do to help solve a low oil pressure problem on the AMC 360ci V8 is to rebuild the oil pump. A set of new gears and oil pressure bypass spring and plunger from BJs Off-Road was a good start.



MICKEY THOMPSON®

PERFORMANCE
M/T
TIRES & WHEELS

BUY FOUR WHEELS

<< AND GET BACK >>

\$75

BUY FOUR TIRES

<< AND GET BACK >>

\$100

Mail in rebate.
Offer valid from
Sept 1 - Oct 31 2015.
See website for details.

NEW M/T METAL SERIES WHEELS & DEEGAN 38 WHEELS AVAILABLE!

MM-164B

MM-164M

MM-245

MM-366

MM-489

NEW!

NEW!

NEW!

NEW!

NEW!

CLASSIC BAJA LOCK™

CLASSIC III™

CLASSIC III™ BLACK

SIDEBITER® II

DEEGAN 38 PRO 2

DEEGAN 38 PRO 4

BAJA STZ

BAJA ATZ^{P3}

BAJA MTZ

NEW BAJA MTZ^{P3}

BAJA CLAW TTC

NEW DEEGAN 38

For a dealer near you, 866-943-6734 • MickeyThompsonTires.com

CURING PRESSURE DROP



There is little room to spare between all the steering gear, transmission cooler tubes running to the radiator, and the oil filter adapter. However, with some patience we removed all seven of the bolts that attached it to the oil pump housing.

However, the solution for us was the Bulltear Oil Filter Relocation Kit (PN 626). It meant we could do away with the scarred oil filter adapter completely and have a remote oil filter. The Bulltear kit includes an oil filter relocation end plate for the oil pump housing bottom. The end plate is a beautifully machined billet aluminum piece that retains the oil pressure bypass spring and plunger, and features two 1/2-14 NPT ports capable of flowing a -12 AN line. The kit also provides brass NPT fittings (two 90 degree and two straight), two 15-inch lengths of Parker 3/16-inch hose (PN 5139-10 WP) that is rated at 310 psi, and a remote oil filter adapter (PermaCool PN 1791). We wanted to mount the remote filter up in the engine compartment on the inner fender wheel, so we needed more than 15 inches of hose. Fortunately, we found all we wanted through the Parker Hose website, which directed us to its nearest distributor.

We also replaced the oil pump gears with a new set from BJ's Off-Road and decided to go with the steel midplate as well. Even if you repair or replace the aluminum adapter, the steel gears are going to continue to eat at any aluminum part they ride on, and you are just going to have a pressure problem there again. The steel midplate and its gaskets came from Bulltear.

The entire job took about half a day, and it was fairly easy as go this sort of mechanical work and modifications. The end result is that we now have more oil in the system because the remote system adds oil capacity in the length of its hoses, the filter is up and out of the way so it's much easier to change oil and filters, and our oil pressure returned to a much more comfortable range. This was something that we were very happy to see. 📸

Sources

BJ's Off-Road, 253/320-7604, bjsoffroad.com

Bulltear, 855/433-3689, bulltear.com

Parker Hose, 800/272-7537, parker.com



Be careful when removing the oil filter adapter, as there will be a substantial amount of oil left in the pump even though you have already drained the system through the oil pan. As well, one or both of the oil pump gears may fall out as the adapter is removed. If the drive gear (right in this photo) doesn't drop out on its own, it can be easily pulled out. The top of its shaft is splined to mate with the bottom of the distributor shaft.



All of the new oil-pump internals, such as the bypass spring and plunger and both pump gears, were coated with generous amounts of petroleum jelly (Vaseline) for lubrication during the priming of the oiling system before firing up the engine. We also packed the oil pump housing with petroleum jelly to completely surround the gears. This will also hold the gears in place until you can install the filter relocation end plate. When your buddies ask why you have a container of Vaseline in your toolbox, just tell them it's personal.



We used yellow (for gas lines) thread sealant tape when installing the NPT fittings into the Bulltear machined billet aluminum oil filter relocation end plate for insurance against leaks. The bypass plunger, spring, and bypass bolt and washer were installed at the same time.



Using the factory bolts we had cleaned up after removal, and with a dab of anti-seize on them to keep these steel bolts from permanently joining with the aluminum oil pump housing they were going into, we installed the Bulltear remote oil filter relocation end plate and the midplate with its two gaskets. Gasket sealer was used on both gaskets. We hate leaks.



After installing its NPT fittings, we held the remote filter adapter bracket in place on the inner fender where we wanted it and used a center pump through its mounting holes to mark our drill points. Next, we drilled three 3/8-inch holes for the 3/16x1 1/2-inch threaded bolts we procured at our local hardware store and used lock washers (on both sides) and nuts to secure the bracket to the inner fender.



The final touches on the installation were to run the hoses between the input and output NPT fittings on the remote filter relocation end plate and the remote filter adapter, secure the hoses with clamps, and then install the new oil filter. We disconnected power to the distributor so the cylinders would get no spark and cranked the engine using the starter to prime the oiling system. Our 360ci V-8 now has oil pressure we feel good about, running around 60 psi when cruising and about 40 psi at idle once the engine is warmed up.

SKYJACKER[®] SUSPENSIONS

Forging the way 4 decades



With diversity in New Jeep ownership it is no surprise to find Jeep Wrangler JK is sporting a softer rate spring for a softer ride. With this in mind Skyjacker[®] has created Softride[®] Coil Kits to maintain OE ride of newer models while still meeting the challenges of off-road terrain of the preceding, still available, Rock Ready[®] Coils.

Softride[®] Coil Kits can still be outfitted on older models to offer the benefits and advantage the superior ride when lifted.

Rock Ready[®] Coil Kits higher/ Earlier OE match spring rate is a great choice for any year model with additional weight of bumpers, body armor, skid plates and winches assisting in maintaining lifted height and superior off-road ride.

Skyjacker[®] offers Softride[®] kits with every available shock option, Hydro, Nitro Gas and M95 Series Monotube with its dirt bike type technology for leak down protection you cannot find anywhere else.

Further advantage with Skyjacker[®] Softride[®] is the FMVSS Testing. All kits have been tested and are certified compliant with FMVSS (Federal Motor Vehicle Safety Standards) 126 mandate to maintain the level of safety your vehicle rolled off the production floor with, a continuation of Skyjacker's 40+ years focus on cutting edge technology to bring you a safe, no compromise well engineered suspension you can trust.

**4" 4 Door Softride[®]
JK400BPHSR**



**2.5" 4 Door Softride[®]
JK25BPHSR**



**3.5" 2 Door Softride[®]
JK350BPMSR**



**2-2.5" 2 Door Softride[®]
JK200BPHSR**



Skyjacker[®] Suspensions offers numerous options for 2 Door and 4 Door Jeeps, as well as kits and options for all major makes and models. Visit us on the web or call today to find a dealer near you.

1.866.Skyjacker

Skyjacker.com

DECEMBER 2015



GET THE ORIGINAL



ULTIMATE COVERAGE

#ANYWHERE #ANYTIME #EVERYTIME

PREMIUM TOP

- Crystal clear, high definition, 40ml DOT Vinyl – the thickest in the industry
- 30oz multi-layered, wrinkle free material that is 24% thicker than O.E. specs
- Maximum UV protection, double layer stitching and self-correcting zippers

TRIPLE-LAYERED PROT3K FABRIC:

First layer: Exterior Stripe Canvas with European styling

Center layer: Rubber PVC for maximum water proof protection

Inner layer: Smooth cotton canvas for ultimate interior noise reduction

EXCEPTIONAL
COLD-WEATHER
PERFORMANCE.

EXCEEDS SAE J323B
STANDARDS OF -22° F

ProT3K Trident
Structure





EXPLORER

L I G H T I N G

A BETTER WAY TO **EXPLORE** EVERYTHING.



S4 SPORT LIGHTS PAIR PACK • FLOOD OR SPOT

- Lifetime Warranty
- Completely loomed wiring harness, fuse, relay and illuminated switch included
- Shockproof, waterproof and UV-shielded to guard against the elements



Wiring Harness



Fuse



Relay



Illuminated Switch






off-road driven!™

ROUGH PLAY

XTREME MT2

-  2-step tread block design enhances stability, braking performance and promotes even treadwear
-  Alternating scalloped shoulder lugs and aggressive sidewall design delivers extra bite and traction in mud, rocks, dirt and trenches
-  Full length elliptical siping for improved wet and cold weather traction
-  Rock rejection ribs help dislodge rocks caught between the tread blocks
-  Enhanced upper sidewall treatment for better cut and abrasion resistance
-  Open lug tread pattern optimized for self cleaning for improved performance in mud and snow – eliminates loss of traction when you need it the most

NOW AVAILABLE IN 40 X 13.50R17



The FIRST Mud Terrain
Treadwear Warranty
40000
MILE TREADWEAR WARRANTY



Sources

Bantam Jeep Heritage Festival,
724/234-2991, bantamjeepfestival.com

Butler County Tourism & Convention Bureau, 724/234-4619, visitbutlercounty.com

JEEP JK LIFESTYLE



FMJ FULL METAL JACKET



ALL NEW

VENGEANCE SERIES



Fab Four's
MADE IN THE USA



QUALITY, DELIVERED ON TIME!
FRONT & REAR BUMPERS
VEHICLE ACCESSORIES

NATIONWIDE INVENTORY AVAILABLE TODAY
AT YOUR LOCAL TRUCK OR JEEP ACCESSORY STORE!

FABFOURS.COM

HIGH FIVE

If you didn't know already, we love CJ-5s. They aren't as expensive as flatfenders and often come with better drivetrain components. Plus, they retain the nimble size, lack of electronic nannies, and flat metal dashes that make flatfenders so appealing. If there is one downside to a CJ-5, it's the lack of interior room. This isn't a big deal if you're traveling alone or taking an overnight trip. Want to take a passenger? Or leave town for multiple days? Better pack light. Or you could do what John Briggs did and build an off-road-specific trailer to bring everything you need with you on the trail.

Chassis

John Briggs started with a '67 CJ-5 and reinforced the frame using additional crossmembers to resist flexing. John has owned this Jeep for 20 years, and it has been through three major reconstructions during that time. Currently, the front box-tube bumper ties together the two sides of the frame and is backed by a winch plate topped with a Warn M8000 and reinforcing around the mounting of the Saginaw steering box. A Currie brace also helps keep the steering box firmly in place. Another box-tube bumper is found at the rear of the Jeep, which is carrying a fullsize BFGoodrich Krawler spare tire and a heavily reinforced receiver hitch.

A typical ball hitch would bind on the trail, and pintle hitches can be noisy. Instead, Briggs built a custom hitch that allows the trailer to articulate and uses a Dana 27 hub and spindle that eliminates any binding. The hitch is built into a 2x2-inch box-tube frame that features fenders at the top of the tub to allow for 33-inch Super Swampers while keeping the trailer low. An offset axle, like a portal axle, is used in the trailer and provides gobs of ground clearance. Trailer springs are mounted above the axle, but no shocks are used on the trailer as most of the articulation comes from the hitch.

Suspension on the Jeep consists of Rancho RS5000 shocks and Full Traction leaf springs intended for a YJ Wrangler. The YJ springs are longer and wider than CJ springs and have a lower spring rate that improves ride quality and maximizes articulation. The springs are mounted over the axles, and Briggs added



This CJ-5 is well built, not overbuilt

By Harry Wagner
jpeditor@jpmagazine.com

Photography: Verne Simons





JKS[®]

MANUFACTURING

SUPERIOR SUSPENSION AND DRIVETRAIN UPGRADES FOR JEEP VEHICLES

JKS Manufacturing introduces Jspec Suspension Systems, providing premium on road comfort with unrivaled offroad capability for the best dual purpose Jeep, Period.

JSPEC[™]

SUSPENSION

2.5" & 3.5"

KITS AVAILABLE

Jspec Premium Suspension Systems featuring FOX Evolution Series Shocks for 2007-2015 JEEP Wrangler JK. 2&4 Door - Right Hand Drive Compatible

FLEX CONNECT

ADJUSTABLE DUAL RATE
SWAY BAR LINKS

TRACKBARS &
STEERING
COMPONENTS

SWAYBAR
DISCONNECTS

BODY & MOTOR MOUNT LIFTS

PROFESSIONAL GRADE
PRE-FABRICATED
UNIVERSAL COMPONENTS

J-Axis
Control Arms

J-Flex
Control Arms

J-Link
Control Arms

COIL SPRING
SUSPENSION
COMPONENTS

PROTECTION
COMPONENTS

SHOCK & SUSPENSION
MOUNTING COMPONENTS

DESIGNED AND MANUFACTURED TO A HIGHER STANDARD.

JKS

MANUFACTURING

Call us today 517-278-1226 or visit www.jksmfg.com



LEARN ABOUT THE FACTORY PROTECTION PLUS PROGRAM AT 560PLUS.COM

HIGH FIVE

a shackle conversion at the same time as the YJ springs. This allows the front axle to move rearward when encountering obstacles, reducing the shock load to the frame. The downside to the shackle reversal is that when the passenger side suspension droops, the axle now moves forward, requiring a long-slip driveline.

Drivetrain

The odd-fire Buick V-6 engine is the perfect powerplant for a CJ-5. It fits well in the engine bay, the distributor is up front, it makes gobs of torque, and the exhaust note is unmistakable. Briggs upgraded his V-6 with a DUI ignition and Retrotek Powerjection throttle body fuel injection that runs at any angle. Power is then routed through a Ford T18 manual transmission using parts from Novak. The T18 has a 6.32:1 low range and is only 11.9 inches long, allowing enough room for a reasonable rear driveshaft length. The original Dana 18 transfer case is still present and backed by a Warn overdrive that offsets the 5.38 axle gears at highway speeds.

The front axle is a narrow-track, open-knuckle Dana 30 out of a '73 CJ and uses an ARB Air Locker with 5.38 gears. Alloy USA chromoly axleshafts have also been added with full circle-clip snap rings and larger 760X U-joints to keep from snapping when the 35-inch BFGoodrich Krawlers get bound up in the rocks. The rear axle is the original offset Dana 44, but it has been beefed up with a full spool and a since-discontinued Warn full-float conversion complete with chromoly axleshafts, drive flanges, and disc brakes. Since shooting our feature, John has replaced the spool with a selectable OX Locker and reports that handling is much improved on both the street and tight trails. Both axles use tubular guards over the factory diff covers to keep the covers dent free and off of the ring gear. The track width of the trailer is slightly narrower than the Jeep to allow it to easily follow on the trails.



DECEMBER 2015

SHARP WRAX

roof racks

ALUMINUM
or
STEEL



HARD FACTS

Vehicle: '67 Jeep CJ-5

Engine: Buick 225ci odd-fire V-6

Transmission: Ford T18 four-speed manual

Transfer Case: Dana 18

Suspension: Springover w/ Full Traction YJ leaf springs

Axles: Dana 30 w/ 5.38 gears, ARB Air Locker, and Alloy USA axle shafts (front); Dana 44 w/ 5.38 gears, full spool, and Warn full-float kit (rear)

Wheels: 15x10 Eagle Alloy aluminum

Tires: 35x13.50R15 BFGoodrich Krawler KXs

Built For: Exploring the Sierra Nevada

Estimated Cost: \$20,000



sharpwrax.com

- ▶ tough designs
- ▶ great curves
- ▶ innovation



made in the
USA





Why I Wrote This Feature

This CJ-5 checks all the boxes for me when it comes to a Jeep that is memorable and feature-worthy. I love the green paint and black windshield frame, the strong and simple drivetrain, and most of all the fact that Briggs built this Jeep himself at home over the course of two years.

—Harry Wagner



Body and Interior

Briggs tastefully trimmed the front and rear fenders to better accommodate the 35-inch-tall BFGoodrich Krawlers. The sheetmetal is otherwise stock, as is the interior. He did add a GM tilt column and a full rollcage with a Cobra CB mounted above the seats, which are covered with Wet Okole neoprene seat covers.

Most of the aftermarket goodies are hidden out of sight under the hood. The Quick Air2 electric air compressor is hard-wired inside the passenger front fender and plumbed to an air chuck in the front grille that allows the tires to be aired up without lifting the hood. On the other side of the engine bay, a Premiere Power Welder offers peace of mind on the trail, although Briggs seems to use the welder more to repair the vehicles of others than his own Jeep. An Optima RedTop battery mounted on the firewall powers the welder and air compressor. The trailer bed is just big enough to fit John and his wife's camping gear. It's made from plywood that is skinned with sheetmetal to keep weight to a minimum.

Good, Bad, and What It's For

John Briggs' Jeep is built enough to tackle trails like the Rubicon and Dusy-Ershim without fear of breakage but no so overbuilt that it must be trailered everywhere. The addition of the trailer results in a Jeep that is much smaller and more maneuverable than a four-door JK but still has the cargo capacity for a family of four. Plus, when you get to camp, you can drop the trailer and go have fun. 🏕️

HOME OF THE

FORTY-FOUR

HARDCORE™ TIRES FOR YOUR TRUCK, ATV, UTV OR R/C

TOMAHAWK
BY HAUKE DESIGNS

44" ROCKER®

From the NEW 30" GROWLER® ATV/UTV Radials, to the 47" GROWLER® LT, We've Got You Covered!


HONOR, GUTS & GLORY™

VISIT PITBULLTIRES.COM or CALL 800-645-2006



QUADRATEC®

MAXIMUM DUTY SUSPENSION

See What Makes Our
JK Coil Spring Suspension
MAXIMUM Duty!

Front Brake Line Brackets

Included in
both 2.5"
and 3.5"
Kits.



Maximum Duty Coil Springs

Premium Steel Alloy Springs
ensure consistency and are CNC
wound and load Tested. Engineered
within 10% of Factory Rates.

Front Track Bar Bracket

Included in 3.5" Coil
Spring Suspension Kits.

Front Lower Cam Bolts

Included in 3.5" Coil
Spring Suspension Kits.

Front Bump Stop Extensions

Included in both 2.5" and 3.5"
Coil Spring Suspension Kits.

Rear Sway Bar Links

Included in our 3.5"
Suspension Kits.

COIL SPRING
KITS FROM
\$399.99

Maximum Duty Shock Absorbers

Maximum Duty Shocks are Available
in Your Choice of **Hydro 7.0** for Mild to
Moderate Off-Road usage, or **Nitro 8.0**
for Moderate to Extreme Off-Road.
Shocks also sold separately.

Rear Track Bar Brace & Bracket

Rear Track Bar Re-alignment Bracket
included with both 2.5" & 3.5" Kits.
Rear Brace included with 3.5" Kit Only.

Rear Brake Line Brackets

Included in both 2.5" and 3.5"
Coil Spring Suspension Kits.

Rear Upper Cam Bolts

Included in 3.5" Coil
Spring Suspension Kits.

Rear Bump Stop Extensions

Included in both 2.5"
and 3.5" Kits.

NEW! Quadratic® Maximum Duty Suspension Lift Kits

- > Fit taller tires without breaking the bank
- > JK kits proudly pass FMVSS 126 standards
- > Complete selection of affordable lift kit options
- > Includes step-by-step installation instructions
- > Limited lifetime warranty on Springs and Brackets
- > Limited lifetime warranty on our Hydro & Nitro shocks

For '07-'16 Wrangler

- 1.75" Coil Spring Leveling Kit For '07-'16 Wrangler *16400.0041 ... **\$129.99**
- 2" Coil Spacer Lift Kit with Shocks *16400.0X42 from ... **\$299.99**
- 2.5" Coil Suspension Lift Kit with Shocks *16400.0X4X from ... **\$399.99**
- 3.5" Coil Suspension Lift Kit with Shocks *16400.0X4X from ... **\$549.99**

For '97-'06 Wrangler

- 1.75" Coil Spring Leveling Kit For '97-'06 Wrangler *16400.0030 ... **\$119.99**
- 2" Coil Spacer Lift Kit with Shocks *16400.0X31 from ... **\$239.99**
- 2.5" Coil Suspension Lift Kit with Shocks *16400.0X32 from ... **\$389.99**
- 3.5" Coil Suspension Lift Kit with Shocks *16400.0X33 from ... **\$564.99**

NEW! Maximum Duty Steering Stabilizers

- OE Style Single Steering Stabilizers *16116.020X ... **\$48.99**
- Dual Steering Stabilizers *16116.020X ... **\$129.99**



Our JK 3.5" Coil Suspension Kit
became **FMVSS 126** Compliant
with 34.50" x 12.50" (LT315/70 R17)
Mickey Thompson ATZ P3 Radial
Tires on 17" **Quadratic**
Rubicon Xtreme Alloy Wheels!

**QUADRATIC
EXCLUSIVE**



Quadratic® Work Gloves

- > Soft Synthetic Leather & Neoprene
- > Cowhide palms with padding to protect hands
- > Combat winch cable burrs & winch rope burns
- > Excellent work dexterity & breathability

Quadratic Mechanics Gloves Pair *95115.000X ... **\$14.99**



Choose L or XL

Exclusive at **Quadratec®**

THE RECEIVER HITCH REDEFINED!



ALL NEW! VersaHitch® for '07-'16 JK Wrangler

- > Full function 2" Class II Receiver Hitch
- > Patented Dual 1.5" Accessory Receiver Tubes
- > Designed & engineered for Custom Accessories
- > Made to provide the ULTIMATE in cargo stability
- > 3500 lb Tow Rating (for 4 door Wrangler)
- > Easy no-drill installation with simple instructions
- > Plug & Play Wiring Harness (Sold Separately)
- > Limited 3 Year Limited Warranty

VersaHitch® for '07-'16 Wrangler #12015.1002 ... **\$119.99**

Plug-n-Play Hitch wiring for '07-'16 JK #92015.8001 ... **\$24.99**

Jeep® Logo Hitch Plug #12019.700 ... **\$14.99**

Please Note: VersaHitch is NOT compatible with '13-'16 Rubicon models with factory modular STEEL bumpers.

SPECIAL KIT INCLUDES:



VersaHitch®, plug-n-play hitch wiring & hitch plug.



SAVE \$20.00 with our QuadraPac VersaHitch Kit for '07-'16 Wrangler #12015.1012 ... **\$139.97**

NEW! VersaHitch® Bike Rack

- > Optimized for Wrangler, offers unprecedented rigidity and stability
- > Haul your bikes using the two VersaHitch 1.5" receiver ports
- > Dual arms virtually eliminate lurching and wobble of loaded rack
- > Even with bike rack installed you can still tow with 2" receiver*
- > Soft rubber cradles, hold downs and pedal straps are bike-friendly
- > Unloaded rack folds to allow tailgate access
- > Holds up to 4 bikes, up to 140 lbs total
- > Limited 3 Year Limited Warranty

VersaHitch® Bike Rack #92034.3000... **\$199.99**

Optional Y-Frame Adapter #92034.1010... **\$24.99**

*VersaHitch® Extended Ball Mount Kit #92018.0002... **\$24.99**

Required for towing with Bike Rack Installed



CARRY UP TO 4 BIKES!



EXTENDED BALL MOUNT MEASURES 20 INCHES TO CLEAR BIKE & CARGO RACK

DUAL ULTRA STABLE RECEIVERS: THE ULTIMATE IN STABILITY!

QUADRATEC EXCLUSIVE

NEW! VersaHitch® Cargo Rack

- > Unprecedented rigidity and stability with two arms instead of one
- > Dual arms virtually eliminates loaded cargo rack wobble
- > Even with cargo rack installed (folded) you can still tow with 2" receiver*
- > Can be folded forward (empty) to open tailgate or for towing.
- > Aluminum & steel construction offers excellent strength

VersaHitch Cargo Rack #12033.3000... **\$249.99**

*VersaHitch Extended Ball Mount Kit #92018.0002... **\$24.99**

Required for towing with folded Cargo Rack Installed

DUAL ULTRA STABLE RECEIVERS ON ALL VERSAHITCH ACCESSORIES PROVIDE THE ULTIMATE IN STABILITY!



20" X 48" CARGO FLOOR



*Free Shipping program details & restrictions available online @ www.Quadratec.com



Call Free!

Offers valid until 12-31-2015. Copyright 2015 Quadratec, Inc.

800-745-5337

Mon-Thurs 8AM-12AM, Fri 8AM-9PM & Sat 9AM-5PM EST

24 Hour ordering @ quadratec.com



Code H172K



25 Years

The terms Quadratec, VersaHitch, and Essentials are Registered Trademarks of Quadratec Incorporated, Registered at U.S. Patent and Trademark Office. Quadratec, Inc., an independent supplier of accessories for sport utility vehicles, has no affiliation with Fiat Chrysler Automobiles (FCA), Jeep, Wrangler, Cherokee, and the Jeep Grille Design are registered trademarks of FCA and are used for identification purposes only. *Free Shipping program details & restrictions available online @ www.Quadratec.com

Where would you want to be on a hot summer day in Southern California?

You would want to be at the beach, of course. That's exactly where more than 100 Jeeps and their owners were for the KMC Summer Jeep Bash presented by Jeep in Long Beach, California. While there was no four-wheeling, the Bash was no less an event. Flocks of Jeeps were present with their rigs on display, and all of them were talking to other Jeep fans about the newest parts and accessories, new trails to run, and ideas about how to make their rigs more trail-worthy.

A handful of major aftermarket product manufacturers were also on-hand to show off and explain the inner workings of their latest goodies for Jeeps of any type. Among those represented was KMC Wheels, there to give everyone a peek at its new real beadlock Machete

wheel with a 3½ or 4 inch backspacing. Off Road Evolution, Dynatrac, and King Shocks were onsite with their latest wares. Jeepspeed was also on deck to talk about its racing series and new products for making your rig faster and stronger. Jeep even brought the concept rigs it debuted at the Moab Easter Jeep Safari so KMC Summer Jeep Bash attendees could check them out firsthand.

The real show, though, were the Jeeps of all sizes, shapes, and types spread out at Shoreline Aquatic Park. While there were more JKs than there are ears in a cornfield, there were also a good number of CJs, TJs, YJs, Cherokees, and even a few historic vehicles as well. Some of our favorites came with custom trailers, custom builds, or great stories. Keep your eyes open for next year's KMC Summer Jeep Bash event, as it will no doubt be bigger and better than ever. For now, you can check out the gallery of rigs we saw while cruising the beach.



There is nothing quite like a Jeep girl. This one displayed her affection for the brand with a tri-vehicular pyramid tattoo.

The KMC Wheels Summer Jeep Bash was kicked off with a bang

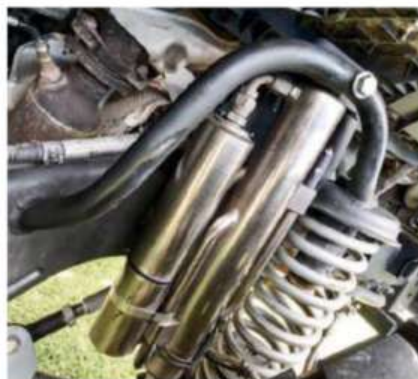
By Stuart Bourdon jpeditor@jpmagazine.com Photography: Stuart Bourdon

JEEP PARTY





Darrin Holiday rolled into the KMC Summer Jeep Bash with his '04 TJ. It wasn't overly modified but did stand on a 3-inch Tera-Flex short-arm kit and 33-inch rubber. Even more interesting was the trailer behind his Jeep. Holiday's home-built trailer began as a '95 Cherokee that had been in a head-on accident. The crunched front half was cut off and discarded. The rear was gutted and a sleeping compartment and camp kitchen created. For more sleeping space, a pop-up tent was added above.



Suspension modifications on display ranged from mild to wild, but one of our favorites was this reservoir shock-and-coil combo set into a custom hoop on the frontend of a Jeep Wrangler JK.



Among the more popular rigs on deck at the KMC Summer Jeep Bash was Mel Wade's race-prepared JK that he uses to compete in Ultra4 Racing, a nationwide series that includes the infamous King of The Hammers desert race held in Johnson Valley, California.



JEEP PARTY



A handful of JKs in attendance carried Hemi transplants. This excellent example resides in Brian Waitelich's '07 Unlimited, which also sported an EVO suspension system, Dynatrac 44s, and AEV wheels wrapped with 37-inch Goodyear M/Ts.

Romanian-born Jeep-fan Cornell Illiese emigrated to the U.S. shortly after WWII. It was during the war that he saw his first Willys. Illiese became a successful businessman in America and has spent decades restoring WWII military vehicles, including the '42 Willys Combat Car he brought to the show.



This simple, but capable, '79 CJ-7 belongs to Curtis Celaya and is stock except for some minor mods for utility, such as fuel cans and a can rack, roll cage and bikini top, auxiliary lighting on the nose, and a winch for recovery purposes. It's 4.2L I-6 has been rebuilt and is running strong. We liked the doorsill-mounted HiLift jack. Behind Celaya's '79 CJ-7 we found this '60 Scatabout teardrop trailer in excellent shape. It was used by his grandparents for years on their camping voyages and then was passed down to him. Other than some decor a bit more in tune with Celaya's lifestyle, the teardrop is vintage.



This Willys has seen more than its fair share of modifications from road to roof, and it stood tall above every other rig at the show on its Interco TSL Super Swampers. Check out that "custom" frame, front stinger bumper, and the reservoir shocks front and rear. We're not sure what model year the Willys body is (the owner was not to be found), but if you can tell, let us know.

Keep your eyes open for next year's KMC Summer Jeep Bash event...

Modified Jeep Wrangler JKs were lined up from one end to the other of Shoreline Aquatic Park. By their numbers, JKs dominated the KMC Summer Jeep Bash. 🇺🇸





BLACK RHINO

HARD ALLOY OFF-ROAD & TRUCK WHEELS

See the complete line of Off-Road, Truck & SUV wheels at:
www.blackrhinowheels.com or call toll free: 1.888.658.0695

JEEP RUBICON FEATURING: TANAY- MATTE BLACK W/ MACHINED FACE & DARK MATTE TINT

CENTER ROW, FROM LEFT TO RIGHT:

TANAY- MATTE BLACK W/ GRAPHITE LIP, 500- MATTE BLACK W/ MACHINE LIP, SIERRA- GLOSS BLACK W/ MILLED SPOKES, MINT- GLOSS GRAPHITE, EL CAJON- MATTE BLACK

Warn's Zeon 10-S Platinum winch is a game changer

By Ali Mansour

jpeditor@jpmagazine.com

Photography: Ali Mansour

Purchasing recovery gear for your Jeep can sometimes feel like paying for car insurance.

Sure, you know you need it, but you really hope that you don't have to use it. By far, our favorite and most-used piece of recovery equipment is a winch. When it comes to buying a winch, a handful of parameters must first be examined before committing to one over the other.

The best way to narrow down your field of choices is by using a simple math

equation. Using your vehicle's weight, multiple that figure by $1\frac{1}{2}$. The resulting number will be the minimum-pound rating that you should shop for. For example, our modified '07 Jeep Wrangler Unlimited Rubicon weighs in around 5,500 pounds. Multiplying that number by $1\frac{1}{2}$ gives us a figure of 8,250 pounds. This means any winch with a rated line pull of that or above is on the table.

Another key parameter for winching is speed. If we're hanging off the edge of a cliff, the last thing we want is a leisurely pull back to safety. When we say speed, we are referring specifically to line speed. While line speed and amp draw varies depending on load, for companies such as Warn, its Platinum series winches tend to have double the speed of other more entry-level offerings.

For our needs (and admittedly our wants), we opted to install Warn's new Zeon 10-S Platinum series winch on our project '07 JK. When it comes to winches, Warn is as much a staple in the recovery

business as Coca-Cola is in the drink business. The company's latest Platinum line of Zeon winches is designed with the wheeling enthusiast in mind. Compared to the standard Warn Zeon series winch, the Platinum series offers a 20 percent faster line speed, extreme IP68-rated waterproofing, and a high-performance motor package.

In addition to an Advanced Wireless Remote, the 10,000-pound-rated winch receives Spydura synthetic rope. Just as interesting as what the winch has, is what it doesn't have. Unlike the standard Zeon, the winch's clutch (free spool, winch-in, winch-out) is controlled entirely by a handheld remote. No more crawling over the hood in the swamp to search for a clutch lever!

We spent an afternoon stuffing the heavy-duty winch in the front of an EVO Manufacturing Pro Series front bumper. Shortly thereafter, we proceeded to use it on multiple off-road adventures. Gathered here is our overview and impressions of one of the most cutting-edge winches on the market.

RAPID RECOVERY



Want Suspension That Actually Works?

Don't Just Lift It... ReadyLIFT It®

- You can count on ReadyLIFT Suspension to deliver superior products.
- Guaranteed to improve the off road performance of your Jeep JK Wrangler
- Manufactured and designed in the United States of America.
- Retain factory suspension & steering geometry.
- Includes ReadyGuard Powertrain Warranty.
- Lifetime warranty.
- Expert customer service.
- 100% ride quality guarantee.



LOREN HEALY⁶⁷

"When I'm not behind the wheel of my winning Ultra4 race car, I'm wheeling in vehicles equipped with the best suspension - ReadyLIFT Off Road Suspension!"

LOREN HEALY - 2014 ULTRA4 & KOH NATIONAL CHAMPION



2007-15 JEEP JK WRANGLER
4" & 2.5" Max Flex 8-Short Arm Lift Kits
Includes Currie Johnny Joints®
Premium JK Lift System.
2dr & 4dr
Starting At \$2,732.09



2007-15 JEEP JK WRANGLER
4" & 2.5" Super Flex 8-Short Arm Lift Kits
Includes Currie Johnny Joints®,
TCT joints and available
with SST3000 or Fox Shox.
ONLY \$2,245.13



2007-15 JEEP JK WRANGLER
4" & 2.5" Cross Flex 4-Short Arm Lift Kits
Includes Johnny Joints & TCT
Flex Joints. 4-Arm kit is a great
articulation value.
Starting At \$1,381.24



2007-15 JEEP JK WRANGLER
4" & 2.5" Off Road Lift Kits
Eibach Spring Kits with Fox
EVO or SST3000 Shocks.
Available with High Steer Kit.
2.5" Kits Start At \$493.04

HEAVY-DUTY



2007-15 JEEP JK WRANGLER
Heavy Duty Front/Rear Adj. Track Bars
1.375" DOM tube construction.
Welded ends. Includes
Adjustable Johnny Joints®
Starting At \$291.88



2007-15 JEEP JK WRANGLER
Front High Steer Kit
Correct steering geometry and
improve steering precision and
handling.
\$239.23



2007-15 JEEP JK WRANGLER
Max Flex/Super Flex Short Arm Kits
Available in 8, 4 and 2 arm kits.
With Johnny Joints and/or
TCT Flex Joints.
2-Arm Kit \$341.60



2007-15 JEEP JK WRANGLER
4" & 2.5" Premium Eibach Coil Springs
Premium Eibach Performance Springs.
Sold as Pairs - 2.5" & 4"
\$149.90

Need It Installed? We Can Help You Find An Installation Center Near You!

WWW.READYLIFT.COM

Mobile Users
Scan Here



Call Now!
877-695-5551

Our Expert Staff Are Waiting To Help!



READYLIFT
OFFROAD
SUSPENSION

ReadyLIFT® Suspension Inc., a privately owned company, is not affiliated with Ford Motor Company, General Motors, Toyota and Ram or its brand companies. (Sivenski/Siemens, 25000H, F150/Explorer SVT, Tundra/Tacoma, are used for descriptive purposes only and in no way imply that any ReadyLIFT® part or accessory sold or otherwise is manufactured, sold or endorsed by and not let there be NO CONFUSION, ReadyLIFT® Suspension Inc. is NOT affiliated in any way with these OEM car company. Trademark Notice Ford Motor Company, General Motors, Toyota and Ram are registered trademarks of Ford Motor Company, General Motors, Toyota and Ram and/or its affiliates.

OFF CAMBER FABRICATIONS

BY: **MBRP** INC.

BUMPERS - EXHAUST - ROCK RAILS - ROOF RACKS

NEW FOR 2015
MOUNTING SOLUTIONS
FOR YOUR FAVORITE LED LIGHT BARS



WARRANTY

Three (3) warranty from date of purchase against manufacturing defects.
One (1) year warranty from date of purchase on coating.

DCF
SERIES
NEW PATENTED YEAR WARRANTY

TESTED ON THE TOUGHEST TERRAIN



EXTREME CLIMATE TESTED
AND APPROVED.



315 OLD FERGUSON ROAD
HUNTSVILLE, ONTARIO P1H 2J2
WWW.MBRP.COM



RAPID RECOVERY



Warn's Zeon 10-S Platinum is fit with a high-performance 12V DC, series-wound three-stage planetary geartrain with a ratio of 162:1. This equates to a line speed of up to 44 feet per minute.



A very handy feature is the built-in accessory port on the back of the controller box. This is great for wiring in auxiliary lighting. For those looking to tuck the Platinum-series winch in a low-profile or enclosed bumper, the controller box can easily be relocated with Warn's optional relocation kit.



The Advanced Wireless Remote looks more like a Game Boy than a run-of-the-mill winch controller. Since the winch uses a Wi-Fi signal to communicate with the controller box, it's a completely wireless operation. From the controller you can handle all of your winching needs (including free-spooling the clutch). In addition, this is what controls your auxiliary ports on the control box for any aftermarket accessories you may have wired in. One of the handiest features is the built-in thermometric meter that monitors the winch motor's temperature, along with a gauge to view the battery's charge level.

Platinum Pondering

There is no question that Warn's New Platinum-series 10-S is a game changer in the world of winches. We've used it hard and can attest that it is very fast. Our biggest learning curve was the remote. It works great, but requires a bit of operator trial-and-error and planning ahead. There were definitely times where we felt it may have been faster to have the old-style thumb toggle and manual clutch disconnect, but that may be mostly due to us being slow to learn the new technology.



Two helpful tips before setting the winch in the mounting tray: First, after you set in your nut inserts for the winch, place tape over the holes so they don't drop out. Second, apply a small amount of grease to the rope opening in the drum and to the end of the rope itself. This will make feeding the rope in much easier.



Many of the new Warn winches have gone to a more centered design, which may or may not work with some bumpers. We're using a Pro Series winch-mount bumper from EVO Manufacturing, which is designed to accept both new and old-style winches.



The S portion of the Platinum 10-S name means that the winch comes with 100 feet of $\frac{3}{8}$ -inch Spydura synthetic rope. This setup includes an aluminum hawse fairlead as well. Going with rope over cable saves a little weight, while still retaining the line strength needed. Synthetic rope will require a little more preventative maintenance, but is an excellent choice for both recreational and competitive wheelers.



One option we did go for on our EVO Manufacturing Pro Series JK front bumper was the lower skidplate. It finishes out the high-clearance stubby bumper nicely and helps guard our Rubicon model's expensive electronic anti-sway bar disconnect. Note, the bumper came bare, so we opted to have ours powder coated by Area 51 Powder Coating in Wilmington, North Carolina. We went with a base primer, plus a semi-gloss finish, which will be easy to touch up and keep looking sharp. 🚗

Sources

Area 51 Powder Coating, 910/769-1724, area51powdercoating.com

EVO Manufacturing, 714/879-8913, evomfg.com

Warn, 800/543-9276, warn.com

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES



600 Stores
Nationwide

SUPER COUPON

27 LED PORTABLE WORKLIGHT/FLASHLIGHT
LOT 67227 shown
69567/60566/62532

SAVE 62%

\$299 REG. PRICE \$7.99

Batteries included.

20540330

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

SUPER COUPON

500 LB. CAPACITY ALUMINUM CARGO CARRIER

SAVE \$70

LOT 92655 shown
69668/60771

\$7999 REG. PRICE \$149.99

20535289

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

SUPER COUPON

8 CHANNEL SURVEILLANCE DVR WITH 4 INFRARED CAMERAS
Tanker Hill Security
LOT 61229 shown
62463/61624

SAVE \$140

\$25999 REG. PRICE \$399.99

Over 2500 hours of recording time.

20575479

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

SUPER COUPON

13 PIECE 1/2" DRIVE DEEP WALL IMPACT SOCKET SETS
SAE LOT 67903
69280/69333
METRIC LOT 67904/69279
69560 shown
69332/69561

SAVE 60%

\$1999 REG. PRICE \$49.99

PITTSBURGH

20552930

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

SUPER COUPON

6 TON HEAVY DUTY STEEL JACK STANDS
LOT 69596
61197/62393
38847 shown

SAVE 50%

\$3999 REG. PRICE \$79.99

20514542

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

How Does Harbor Freight Sell GREAT QUALITY Tools at the LOWEST Prices?

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple! Come visit one of our 600 Stores Nationwide.

WOW SUPER COUPON

9 PIECE FULLY POLISHED COMBINATION WRENCH SETS
PITTSBURGH

YOUR CHOICE!
SAE LOT 69043
42304 shown
METRIC LOT 42305
69044

SAVE \$599 REG. PRICE \$15.99

SAVE 62%

20511062

SUPER COUPON

drillmaster 1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)
LOT 96289 shown
62340/62546

SAVE 70%

\$899 REG. PRICE \$29.99

20551740

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

SUPER COUPON

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE
CHICAGO ELECTRIC
LOT 61776
61969/61970
69684 shown

SAVE \$165

\$13499 REG. PRICE \$299.99

20535552

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

SUPER COUPON

20% OFF

ANY SINGLE ITEM

20525324

WOW SUPER COUPON

2.5 HP, 21 GALLON 125 PSI VERTICAL AIR COMPRESSOR
CENTRAL PNEUMATIC
LOT 67847 shown
61454/61693/62803

SAVE \$70

\$14999 REG. PRICE \$219.99

20515025

SUPER COUPON

MIG-FLUX WELDING CART
LOT 60790/90305
61316/69340 shown

SAVE 41%

\$3499 REG. PRICE \$59.99

20522405

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

SUPER COUPON

STEP STOOL/WORKING PLATFORM
HaulMaster
LOT 62515
66911 shown

SAVE 42%

\$1999 REG. PRICE \$34.99

• 350 lb. Capacity

20527570

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

SUPER COUPON

FREE

WITH ANY PURCHASE

PITTSBURGH 6 PIECE SCREWDRIVER SET
LOT 61313/62570
62583/62728/47770 shown

\$499 VALUE

20529893

SUPER COUPON

PITTSBURGH RAPID PUMP® 3 TON HEAVY DUTY STEEL FLOOR JACK
LOT 69227/62116/62584
62590/68048 shown

SAVE \$80

\$7999 REG. PRICE \$159.99

• Weighs 74 lbs.

20535355

SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100
HARDY
LOT 68496/61363
MEDIUM
LOT 68497/61360
LARGE
LOT 61359
X-LARGE
68498 shown

SAVE 45%

\$649 REG. PRICE \$11.99

20561964

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

SUPER COUPON

7 FT. 4" x 9 FT. 6" ALL PURPOSE WEATHER RESISTANT TARP
LOT 69115/69137/69249
69129/69121/877 shown

SAVE 55%

\$399 REG. PRICE \$8.99

20580038

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

BADLAND**BATTLE TESTED**

At Badland, before we'll put our name on a winch, it has to pass tests so strenuous they'd break the back of a lesser winch. We submerge them in water and slime for months on end. We pound and punish them and make them pull enormous loads through mud, sand, water and rock. We exceed your most demanding uses, over and over again to make sure they'll endure the most extreme conditions. We make sure that every Badland winch is reliable, durable and battle-tested. They've passed our tests, so you can be sure they'll pass yours.

**SUPER COUPON**

Customer Rating

**12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE****OFF-ROAD****SAVE \$300**LOT 61256
60813/61889
68142 shown**\$299⁹⁹**

REG. PRICE \$599.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

SUPER COUPON

Customer Rating

**2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL****ATV**

Customer Rating

LOT 61258 shown
61840/61297/68146**\$59⁹⁹**

REG. PRICE \$149.99

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

WOW**SUPER COUPON**

Customer Rating

**44", 13 DRAWER INDUSTRIAL QUALITY ROLLER CABINET****US GENERAL****SAVE \$330****AWARD WINNING QUALITY****\$369⁹⁹**

REG. PRICE \$699.99



• Weighs 245 lbs.

LOT 69387/62270/62591/62744/68784 shown

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

WOW**SUPER COUPON****SAVE \$80****900 PEAK/ 700 RUNNING WATTS 2 HP (63 CC) 2 CYCLE GAS RECREATIONAL GENERATOR**LOT 60338
62472
69381 shown**NEW**

REG. PRICE \$179.99

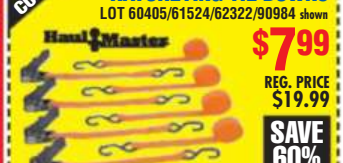
LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

WOW**SUPER COUPON****4 PIECE 1" x 15 FT. RATCHETING TIE DOWNS**

LOT 60405/61524/62322/60984 shown

\$7⁹⁹

REG. PRICE \$19.99

SAVE 60%

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

WIRELESS WINCH REMOTE CONTROL**SAVE 62%****\$29⁹⁹**

REG. PRICE \$79.99

LOT 61474
69229 shown

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

WOW**SUPER COUPON****PITTSBURGH 42" OFF-ROAD/ FARM JACK**

LOT 60668/6530 shown

• 3-1/2 Ton Capacity

SAVE 38%**\$39⁹⁹**

REG. PRICE \$64.99



LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

WOW**SUPER COUPON****20 TON SHOP PRESS**

LOT 32879/60603 shown

• Pair of Arbor Plates included

\$154⁹⁹

REG. PRICE \$299.99

SAVE \$145

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

WOW**SUPER COUPON****1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE IMPACT WRENCH**LOT 62627
68424 shown**SAVE \$55****\$74⁹⁹**

REG. PRICE \$129.99

• 700 ft. lbs. Max. Torque



LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

WOW**SUPER COUPON****OFF-ROAD LONG-RANGE TRUCK LIGHT SYSTEM**

LOT 3029

SAVE 37%**\$24⁹⁹**

REG. PRICE \$39.99



LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/25/16. Limit one coupon per customer per day.

• 600 Stores Nationwide
• HarborFreight.com 800-423-2567

How many of you wash your Jeep yourself? I do, except I occasionally head over to the

local brushless carwash mainly because I'm feeling tired that day or my girls don't want to sit around bored while I wash the Jeep. However, wheels and tires can be tough to clean because, well, they are closer to the road and trail than anything else and more easily pick up grease, grime, and goo. Wheels also often get coated with brake dust, which, as you know, is not fun to clean off.

After reading about Eagle One A2Z All Wheel & Tire Cleaner we were

Eagle One A2Z All Wheel & Tire Cleaner makes cleanup easy

By Katie Jansma

jpeditor@jpmagazine.com

Photography: Levi Jansma

impressed by the claims, but being who we are, we are skeptical about almost everything we read or hear, until otherwise proven. With one of the 64-ounce spray bottles (23-ounce bottles are also available) of Eagle One A2Z All Wheel & Tire Cleaner in our hands, we went to work testing it.

The product uses a foaming action to remove grease, grime, and brake dust. It's an acid-free cleaner and can be used on all types of wheels and hubcaps. The label on the bottle lets you know it can be used for other things too, such as wheelwells, lower door panels, door jams, and inside fuel doors. As long as they are factory (not home spray-jobs) painted wheels, you should be able to use it on nearly anything.

We put the cleaner to a monumental test: cleaning the old 40-inch MTR's and Walker Evans Racing beadlocks on our beater J-truck. Of all our Jeeps, it is by far the crustiest. The previous owner used it as a hunting rig and didn't take care of the wheels and tires. In simple terms, they were mud-soaked and filthy. The tires weren't black; they were more of an ash color.

As with most products, you have



Eagle One A2Z All Wheel & Tire Cleaner comes in 2-quart bottles with a pump-spray dispenser attachment to make application easy.

PRODUCT REVIEW



We suggest the liberal use of the tire-and-wheel cleaning foam for best results, and make sure it gets into every nook and cranny. Allow it to soak in and foam up for at least 30 seconds before washing off the tire and wheel with clean water.





As you can see from the example shown here, an application of the Eagle One All A2Z Wheel & Tire Cleaner made quick work of the dirt and grime coating our J-truck's rubber and rim.

to follow the instructions for it to work right. We grabbed our tire brush just in case, and then sprayed the product evenly on both the wheel and tire, allowing it to soak for the 30 seconds. Then we scrubbed it with the tire brush. During those 30 seconds we could see the dirt "melting" off the metal and rubber. We would say it looked like butter on warm toast, but we're not sure if food and automotive cleaner should be mentioned in the same sentence.

After scrubbing the tire, we washed it off with water and then cleaned it with a dry clean towel. For these tires and wheels, one application wasn't enough. We needed to wash, rinse, and repeat two or three times, because this set of wheels and tires had been sitting for a long time. We also used the Eagle One A2Z on the 37-inch Xtreme MT2s and ProComp Predator wheels on our JK after it had been on a mucky muddy trail and it worked extremely well on them too.

That said, we have to caution that Eagle One A2Z is a chemical compound and care should be taken when using this product. The label clearly suggests the use of eye protection and gloves in case of a skin reaction, and you would definitely not want to get this stuff in your eye, so please use this product safely. 🚫

Source

Eagle One, 844/696-4836,
eagleone.com

BRIAN "THE GENERAL" DEEGAN

- Co-founder Metal Mulisha
- Decorated Freestyle Motocross rider
- 16 time X Games medal winner
- 6 time LOORRS Champion
- Global Rally Cross Racer

Brian Deegan

BUY FOUR TIRES
 << AND GET BACK >>
\$100

Mail in rebate. See website for details.
 Offer valid from Sept 1 - Oct 31 2015.

NEW! PRO 2 **NEW! PRO 4**

BUY FOUR WHEELS
 << AND GET BACK >>
\$75

DEEGAN 38 WHEELS & TIRES

The new Deegan 38 wheels by Mickey Thompson, designed in cooperation with racing icon Brian Deegan, deliver the style you'll need for off-road adventure. Complete the look with a new set of Deegan 38 tires.



FOR A DEALER NEAR YOU, CALL
877-785-9432

Deegan38Tires.com



BE A PART OF THE LEGEND

When noted Jeep collector Rick Riley added this '65 J-210 to his collection, it was showing only 88,489 miles and had spent the better part of two decades in a Nebraska shed. It didn't take much to get it running but it's pretty tired and a bit "farmered" here and there. It's a basic model without many options. Among the few options are the larger Deluxe rear window, which became standard later, a rear step bumper, and chrome

hubcaps. This truck is odd in that it shows up in the monthly production lists as having been assembled in October 1963, which would technically make it a '64 model. This question is answered in the August 17, 1964, Confidential Trade Bulletin where it and other unsold '64 Jeeps were redesignated by VIN as '65 models. This was common practice in the old days before the Feds shut it down.



1965 Jeep Gladiator barn find

By Jim Allen

jpeditor@jpmagazine.com

Photography: Jim Allen

JEEP ENCYCLOPEDIA

When the '63 model year Gladiator debuted in November 1962, it brought Kaiser Jeep

close to parity with the Big Three in the light-truck market. They were burly, stylish trucks that came in a vast array of models from light ½-ton to 1-ton dual-rear-wheel. The Gladiator also offered an impressive array of options, but there was one thing missing: a V-8 engine. That shortcoming would hurt Jeep in the marketplace, and today, nobody really understands why the company went down that road. They were working on a V-8 option, but elements within the company believed its whiz-bang new Tornado overhead-cam six should be more than enough for anyone.

By mid-1965, the V-8 problem was solved with the addition of an AMC

327. The many teething problems the overhead-cam Tornado six suffered early on were also fixed, but its reputation problem was unsolvable. As a result, the Tornado was phased out by mid-1965 and AMC's new 232ci six was phased in as the base engine.

The Gladiators were divided into two basic categories: the J-200 group with a 120-inch wheelbase and a variety of GVWRs and the J-300 line with a 126-inch wheelbase and a similar array of GVWRs. Both lines were further designated within their GVWR classes. The J-200 and J-300 were base ½-tons with a 4000 or 5000-pound GVWR, respectively. The 210 and 310 models were in the heavy ½ or light ¾ range with a 5,600 and 6,600-pound GVWR. The 220 and 320 featured a 6,600 and 7,600-pound GVWR and were the full ¾-ton offerings. Gladiators with the 230 and 330

designation were 8,600-pound-GVWR 1-ton dual-rear-wheel pickup trucks. All but the 230 and 330 had the option of four bed choices (five if you count a chassis cab): the smooth-sided Townside, the step-sided Thriftside, a platform, and a stakebed. The two pickup beds came as 7 or 8-foot beds, depending on the wheelbase. The 230 and 330 were only offered with platform or stake beds, or as a cab-and-chassis design.

Up to about June 1965, the only engine was the Tornado OHC six (140 hp, 210 lb-ft). It was a peppy six, but still a six, so the 250hp, 340-lb-ft 327ci V-8 was a welcome addition. The AMC 232 OHV six was phased at about the same time, and it made 145 hp and 215 lb-ft of torque. The OHC six was backed up by a standard T-90A three-speed column shift in the lower GVWR and a burlier T-89 three-speed in the heavier GVWR. The

ANZO^{USA}

anzousa.com



>> LED HEAD LIGHTS >> 6" ROUND SPOT LIGHTS >> UNIVERSAL LED CUBES >> RUGGED LED LIGHT BARS

"DON'T GET LEFT IN THE DARK"

anzousa.com / 888-360-3696

RUGGED
visio⁴

dually trucks came standard with a T-98, which was optional in all the trucks, as was a Borg Warner AS-8W automatic (except in the 1-tons). All transmissions in the trucks were mated to Dana 20 transfer cases.

The 4x4 Gladiators all used a Dana 44-1F, 3,000-pound-rated front axle with 5-lug hubs, except the 230 and 330. The only difference was the hubs for the 6-lug split-ring wheels. In back, the 200, 300, and 210 used 3,500-pound-rated Dana 44 semi-floaters. The others used 4,500 or 5,000-pound-rated Dana 53 semi-floaters, and the duallys used a Dana 70 full-floater with a 7,500-pound rating.

The Gladiator introduced two industry firsts to the American truck world: an overhead cam engine and an optional four-wheel-drive IFS front axle. Neither were anything close to a home run in terms of reliability, but they were still industry firsts. The IFS was designed by Miguel Ordorica and operated a bit like Ford's later Twin Traction Beam. It's far too complex to describe here, but it used a Dana 44-sized center section. The J-Series Wagoneer used a similar setup, but with a Dana 27 center section. It was a \$250 option (about \$1,800 in 2015 dollars), so it wasn't commonly ordered. It was also somewhat problematic, so it was another item dropped in the mid-1965 upgrades.

The Gladiators came in two generations, the '63 to '65.5 and the '65.5 to '70. From '70 on, Jeep was owned by AMC and stopped using the Gladiator name, and the signature grille was gone, but people continued calling them "Gladiators." The early Gladiators are



The short J-200 first-gen Gladiator trucks had a 7-foot bed, and the Thriftside option was about \$30 less than the Townside. You paid for a bed either way, as the base price didn't include it. This truck is still wearing its original Amber paint and rolls on a set of Co-Op tires that are at least 30 years old. For the sixes, the standard axle ratio was 4.27:1 in all but the J230/330, which had a 4.88:1 axle. A Powr-Lok limited slip was available in the rear axle, whether it was a D44, D53, or D70 axle.

marked by the OHC six, optional IFS, and "hundred-series" designations such as J-200, J-300, etc. Production of most first-gen Gladiators stopped early in 1965 (January to February), apparently to retool for the second-gen units that began production in late May and early June with AMC six-cylinder or V-8 engines, without an IFS option or new "thousand-series names." There were a number of smaller changes and upgrades as well, but

they aren't noteworthy.

In a rapidly expanding pickup truck market and due to Kaiser's limited development budgets, the Gladiator line soon lost its luster and fell behind the times again. Unlike the "Big Three," Jeep couldn't offer major changes every few years. However, they retained a loyal following, and today they are considered one of the most stylish and collectible vintage trucks you can own. 🚚



Legendary or infamous? The Tornado OHC six was definitely cutting edge when it debuted in '62, but perhaps it needed another year of testing to eliminate the oil leak problems. Standard with an 8.5:1 compression ratio and a Holley two-barrel carb, it made 140 net horsepower at 4,000 rpm but was a bit underrated. In development, it was rated at 155 hp and 230 lb-ft with a flat torque line to 4,000 rpm. Though not commonly seen, low-compression (7.6:1) single-barrel-carb engines were available and made 133 hp. The Tornado is an epic example of a great idea that was too hastily executed. This engine emigrated to Kaiser's Argentina plant and with a few tweaks, lasted into the early '80s—as a sports car engine, no less. It also served in the '67-'69 Jeep M-715 military truck.



You got a heater, what more do you need? The 4WD and parking brake indicator lights and cigarette lighter were options too, so what are you whining about? The seat and door panels came from a later Gladiator to replace the absolutely nasty pieces present when Riley purchased the truck. Optional were air conditioning, radio, electric clock, and Custom Cab package (that included some dress-up items, a cloth headliner, two visors, padded door panels, and foam padding on the seat).



THE **COMPLETE** WRANGLER SYSTEM.

American Expedition Vehicles has designed and engineered a full line of parts and accessories for the JK Wrangler. Every piece is made to fit together in perfect harmony to enhance the vehicle's style and capability while being manufactured to the standards of factory equipment. Built in Detroit. Proven Worldwide.



FRONT BUMPERS



HEAT REDUCTION HOOD



REAR BUMPER & ACCESSORIES



SNORKEL



DUALSPORT SUSPENSION



WHEELS

A E V - C O N V E R S I O N S . C O M

PONY EXPRESS JEEPING

We explore a portion of the famous historic riding trail that brought mail to the West long ago

By Jim Brightly jpeditor@jpmagazine.com
Photography: Jim Brightly



Just before our first night on the trail, we found a stream to ford and play in.

Dawn came late to our first campsite, as the sun crept slowly over the near-vertical

walls of Seven-Mile Canyon. It was nearly 7 a.m. before old Sol began warming our tent's walls with enough light to wake us up. We were in Nevada, camped down-canyon from Virginia City just off Six-Mile Canyon Road, and we had to break camp rather quickly to make our assembly point in a Virginia City parking lot on time. Even so, the first day on the trail would see us getting a late start.

Our goal was to explore as much of the route to Rhyolite from Virginia

City (home of the Comstock Lode and *Bonanza*) as we could in the few days we allotted. Since we planned on meeting in town, we camped nearby, and most of us toured Virginia City the day before we were to hit the trail. We kept our eyes peeled for the ghosts of Mark Twain, Little Joe, and Hoss, made a visit to the Mark Twain Museum, and took a mine tour from the Ponderosa Saloon.

Our trailhead was the intersection of U.S. 50 (known as the loneliest highway in America) and Fort Churchill Road, a few miles east of Carson City, Nevada. Fort Churchill Road quickly turns into dirt on its way to the fort and was the start of our 100-mile trek on the Pony Express route.

Mail Man

Our relatively short trek along the historic route was a mere taste of the full 2,000-mile Pony Express route. Operating for just 18 months from 1860 to 1861, it carried mail, small packages, newspapers, and messages to Sacramento, California, from St. Joseph, Missouri. Its riders crossed the Great Plains, the Rocky Mountains (via South Pass), and the Sierra Nevada in California by horseback, using a series of relay stations placed 12 to 15 miles apart.

Using a specially designed saddle cover called a mochila—Spanish for knapsack or pack—equipped with four pouches, one at each corner, a rider could



Since we had participants coming in from three states, we picked a centrally located parking lot in Virginia City for our final assembly point.



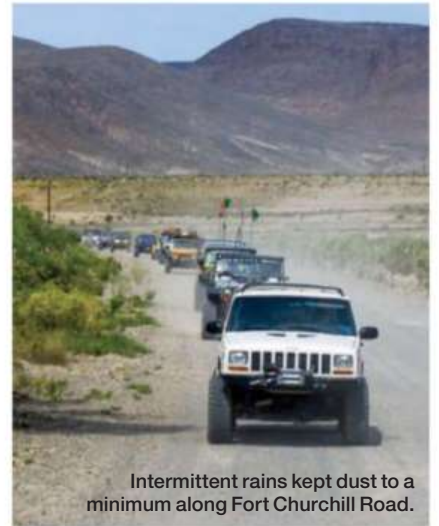
Unfortunately, the day before we set up this first campsite, Nevada had initiated a state-wide ban on open fires. Camping loses half its appeal without a fire.



Just off U.S. 50 on Fort Churchill Road, we aired down for our hundreds of miles of dirt.



Once we crested this hill, we got out to marvel at what the Pony Express riders had to ride over in the dark, in rain, in snow, and once in a while, in hot sunlight.



Intermittent rains kept dust to a minimum along Fort Churchill Road.



We glimpsed this century-old wood bridge just off the modern road. It looked old enough to have seen Pony Express hooves.

PONY EXPRESS JEEPING

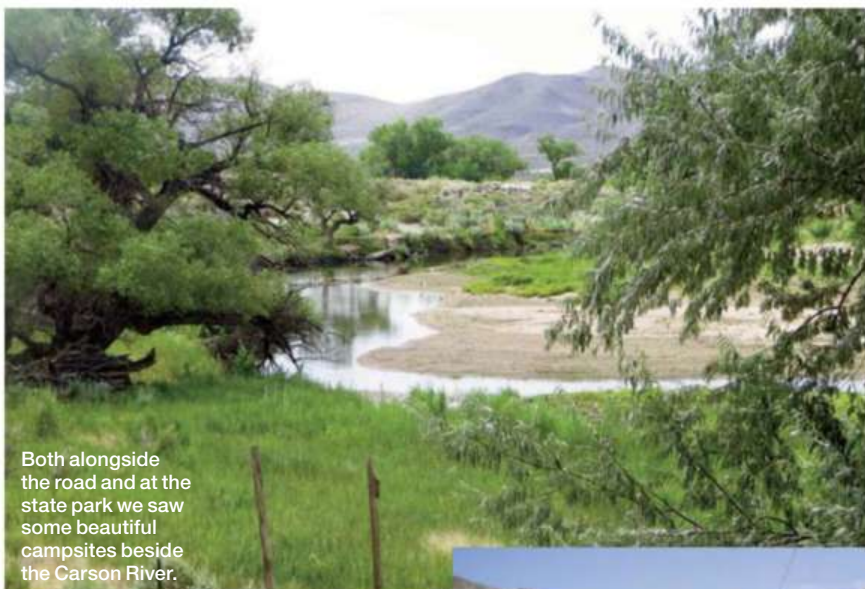
Just before we reached Fort Churchill Historic State Park, we passed through a U.S. military testing facility and saw several armored vehicles undergoing extended testing on the adjacent hillsides.



All along the Pony Express route we saw ancient buildings made from rock, adobe, and wood.



Built in 1860 with adobe bricks and stone foundations, many of the Fort Churchill buildings are still available for exploring.



Both alongside the road and at the state park we saw some beautiful campsites beside the Carson River.



Adolfo Rodriguez, a fellow Walapai 4 Wheeler, his wife, and two-year-old daughter packed their JK with literally everything but the kitchen sink.

slide into a relay station, jump off his pony (grabbing the mochila in the process), run to the fresh horse, follow the mochila onto the saddle, and be off again in less than 30 seconds. We visited two such relay stations on our trail of history.

Fort Churchill, the first stop on our trip, housed the Pony Express station in its headquarters building, which is still standing. Paiute raids on local residents and the Pony Express mail service created the need for Fort Churchill on the banks of the Carson River. Fort Churchill State Historic Park preserves the ruins of the 1860s adobe fort, maintains a visitor center in the headquarters building, and hosts a primitive (pit toilets) but attractive campground alongside the Carson River.

The 100-mile section of the Pony Express route from U.S. 50 to Fort Churchill and then between Fort Churchill (U.S. 95A) and the Smith Ranch (U.S. 95) is not a difficult trail to drive—in fact, the first 20 to 30 miles are over a two-lane dirt road. However, once you leave the pavement, this route is way back of beyond, so don't go alone. This is true backcountry and too far out for you to walk back out if you suffer a breakdown.



We'd expected to make camp in Rawhide for the first night, but we found a campsite west of Smith Ranch (the current location of the historic Smith Relay Station).

Each morning we'd line up to make sure everyone was ready to leave camp and camp was ready for us to leave.

NATIONAL TIRE & WHEEL

1-800-847-3287



PACKAGE DEALS!!!

CALL FOR PACKAGE PRICE ON ANY TIRE & WHEEL COMBINATION. INCLUDES COMPUTER SPIN BALANCING. LUGS & CENTERS. HUGE SELECTION OF SIZES & STYLES.

5 Garden Court • Wheeling, WV 26003

Open 8 to 7 Mon-Fri - Sat 9 to 1

Tech 1-304-233-7917

TIRES, WHEELS,
SUSPENSION
DELIVERED
DIRT CHEAP

NTWonline.com

SUPER SWAMPER



IROK M-16 TRXUS MT SSR TRXUS STS
RAD/BIAS RADIAL RADIAL RADIAL RADIAL



LTB TSL SX VORTAC BOGGER
BIAS RAD/BIAS BIAS RADIAL BIAS

ROUGH COUNTRY SUSPENSION SYSTEMS

•INCLUDES SHOCKS

JEEP

07-15	..Jeep JK w/N20 shocks	..2.5"	\$329	..3.25"	\$399
07-15	..Jeep JK w/N20 shocks	..3.5"	smooth ride	..4.99	
07-15	..Jeep JK w/N20 shocks	..4"		..499	
07-15	..Jeep JK w/N20 shocks	..4"	w/flex arms	..11995	
07-15	..Jeep JK w/N20 shocks	..6"		..999	
07-15	..Jeep JK w/N20 shocks	..6"	Long Arm	..2099	
97-06	..Jeep TJ w/N20 shocks	..2.5"	\$299	..3.25"	369
97-06	..Jeep TJ w/N20 shocks	..4"		..499	
97-06	..Jeep TJ w/2.2	..4"		..599	
97-06	..Jeep TJ X-Series	..4"	\$999	6"	..1049
87-96	..Jeep YJ w/N20 shocks	..4"		..449	
97-06	..Jeep TJ Long Arm	..4"	\$1599	6"	..1649
84-01	..Jeep Long Arm Upgrade XJ			..649	
97-06	..Jeep Long Arm Upgrade TJ			..899	
84-01	..Jeep XJ Cherokee	..3"	\$255	w/Links	345
84-01	..Jeep XJ Cherokee	..4.5"	w/Links	459	
84-01	..Jeep XJ x-flex links	..4.5"	\$829	6"	..899
84-01	..Jeep XJ w/rear springs	..4.5"	w/Links	655	
84-01	..Jeep XJ Long Arm	..4"	\$1299	6"	..1449
93-98	..Jeep ZJ Grand Cher	..3.5"	\$379	4"	..599
93-98	..Jeep ZJ .4" (adj. links)		\$749	Long Arm	1499
99-03	..Jeep WJ Grand Cher	..4"	\$499	Long Arm	CALL
03-07	..Jeep Liberty	..3"		..359	
76-86	..Jeep CJ	..2"	\$409	4"	..439

BUMPERS

07-15	..Jeep JK Stubby Bumper	.....	\$379
07-15	..Jeep JK Hybrid Bumper w/Fog Mounts	.....	..229
97-06	..Jeep TJ Hybrid Stubby Winch Bumper	.....	..279
84-01	..Jeep XJ Front Winch Bumper	.....	..379
97-06	..Add On Stinger	.....	..159



- XRC & SRC Jeep Protection
- XRC Winches & Recovery Gear
- Jeep Replacement Tops & Much More!

XRC GEN 2 WINCHES

STEEL SYN.

•4000	\$179	\$319
•9500	\$299	\$449
•10K	\$399	\$549
•12K	\$399	\$549
•15K	\$499	\$599

X20 CALL



•07-15 JEEP JK 2.5"
\$349 w/shocks

•07-15 JEEP JK 3"
\$439 w/shocks

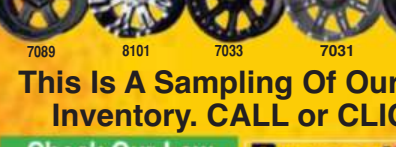
•97-06 JEEP TJ 4"
\$529 w/shocks

Complete Line
of Dana Spicer

We Stock The Full Line



TERRAIN BLACKOUT



Check Our Low
Freight Rates

1-800-847-3287



This Is A Sampling Of Our Huge
Inventory. CALL or CLICK!!

Rugged Ridge

Walk-Ins Welcome 9-5 M-F/9-1 Sat • All Tires Plus F.E.T.

TECH LINE 1-304-233-7917 • FAX 1-304-233-2286 • TRACK ORDERS 1-800-391-1113
•NO returns after 30 days •NO returns on Special Order Items •All returns subject to 20% restock fee •Prices Subject To Change

PONY EXPRESS JEEPING



Fortunately, we dropped down to the alkali dry lake early in the morning before the sun built the heat up.

Ghost town sites, abandoned mines, and ancient corrals dotted the huge landscape of backcountry Nevada.

There were sloughs and swampy areas along our pathway, but we couldn't tell if they were year-round or sometime-sloughs.



Gold Point is a privately owned ghost town south of Goldfield and just west of U.S. 95. This is an old ore mill.



Gold Point has a working windmill pumping water from a well.



Eddie Ortiz, our trail co-leader, grabs one last photo before hitting the trail for Rhyolite.

Sidetracked

We had planned on the site of old Rawhide for our first night on the trail, but we were forced to spend our second night there. With 19 vehicles and several with trailers, our speed was much, much slower than we had anticipated. We had also planned on refueling and re-icing at Gabbs, but a fellow traveler told us the station in Gabbs was closed. This forced a detour to Hawthorne, Nevada. Happily, our detour took us through the US Army Depot—known as the world's largest depot of conventional ammunition—so we got a chance to see some of the bunkers up close and personal.

After fueling and icing in Hawthorne, the group voted to take the highway directly to our final campsite in Gold Point, a privately owned and registered ghost town. Since one man owns the entire town, it stands to reason that he also owns the town's only saloon, which he opened for us.

The next day we wrapped up the trip at Rhyolite, Nevada, another registered ghost town about 25 miles south of Beatty. Even though didn't get to run the entire Pony Express route on this trip, we still managed to enjoy a wonderful taste of Western history, and we'll be back for a few more bites. 🍲



If you're ever traveling through Beatty and enjoy checking out ghost towns, Rhyolite is a fascinating place to visit and explore.



WWW.ROCKHARD4X4.COM
SALES@ROCKHARD4X4.COM
(844) ROCK-HARD
(844) 762-5427



@ROCKHARD4X4

100% MADE IN THE USA

JEEP 1955 - 2015 BUMPERS, SKID PLATES, SLIDERS, SPORT CAGES

START YOUR ADVENTURE

NEW FREE FALL CATALOG NOW AVAILABLE!

**OUR FALL 2015 CATALOG IS NOW AVAILABLE FOR FREE
DOWNLOAD ON OUR WEBSITE! CLICK ON OVER TO
ROCKHARD4X4.COM/CATALOG AND CHECK OUT
ALL THE LATEST AND GREATEST PRODUCTS OUT NOW!
WANT A HARD COPY? GIVE US A CALL!**

**NEW PRODUCTS
FULL COLOR IMAGES
FITMENT GUIDE
TOWING MADE EASY
AND MORE!**

**50 BUMPER OPTIONS
20 ROCK SLIDER OPTIONS
23 SKID PLATE OPTIONS
89 SPORT CAGE OPTIONS!**



WWW.RH4X4.COM

Wind resistance be damned. For the absolute best visibility, only a roof-mounted light

will do. When traversing uneven terrain late at night, it's difficult to see over rolling obstacles, and the higher a light source is, the better the light can get over whatever is shadowing the terrain ahead. While bumper-mounted lights offer less wind resistance and often mount more easily, a bumper-mounted light is limited by its height from the ground, and your eyes are probably 2-3 feet above that when sitting in your Jeep. Having an overhead light source will give you the best visibility when exploring at night.

Explorer Pro Comp has come up with an easy, bolt-on solution to the mounting problem with its new JK windshield mounts that allow a roof-mounted LED lightbar to fit on top without interfering with the removable hard top or soft top.

Naturally, Pro Comp tailored the mounts around its own DR48 lightbar (dual-row 48-inch bar with 96 LEDs), but we're guessing these windshield frame brackets will fit some other lights, too. We're hoping to see some TJ (maybe even YJ and CJ) mounts later down the road, but for now, Explorer Pro Comp is focusing on newer vehicle applications.

Is the light as impressive as anything we've ever lit up? Actually, it is. Having more money in overhead LED lighting than we had into our entire first Jeep really does make a difference. In fact, this Pro Comp 48-inch LED lightbar is going to cost us our "didn't see it" excuses that we like to use when wheeling late at night.



Explorer Pro Comp's windshield mount kit (PN EXP75300) is only made for one Jeep right now: the '07-'14 JK Wrangler. The brackets are made out of thick, 1/4-inch steel and powdercoated black for corrosion resistance. The unique round end-nuts require the supplied adapter (or a really big Allen wrench) to tighten or loosen them and provide some security to the light.



The windshield brackets go directly against the painted windshield frame, so we added some foam tape to provide protection to the paint.



The EPC (Explorer Pro Comp) brackets bolt directly into the lower five bolts (per side) that are on the windshield frame.

OVERHEAD LEDs

Bolt-on windshield mount lightbar

By Jerrod Jones

jpeditor@jpmagazine.com

Photography: Jerrod Jones





MONSTER
ENERGY
LIMITED EDITION
OFF ROAD WHEELS



NEW

Jeep® Parts Catalog

Parts & accessories for all
Wranglers, Vintage, & Cherokees –
the planet's most versatile vehicles



800-865-0924
4WD.com



Call Center Hours (EST):
M-F 8a-9p - Sat 9a-7p - Sun 9a-5p

Jeep® Wrangler and the Jeep® Grill Design are
registered trademarks of Chrysler LLC.

OVERHEAD LEDS



After placing the EPC LED lightbar mount and getting each bolt to thread, leave them loosely in place, as the brackets will squeeze onto the mounting studs on each side of the EPC DR48 lightbar.

Explorer Pro Comp's DR48 is rated to put out 19,200 lumens



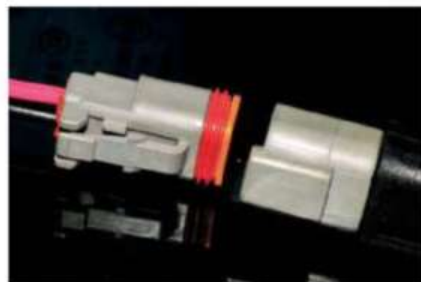
The special round end-nuts tighten the DR48 light bar into place using the supplied adapter tool. This is one of those "Dangit, where did I put that?!" tools like a splined lug nut adapter that you will lose in that black hole you call a center console. A large Allen wrench will also work perfectly.



Explorer Pro Comp's DR48 dual-row lightbar is packed with 96 Cree LEDs that require 240 watts. The bar measures out to be 49.75 inches long, 2.75 inches tall, and 2.875 inches deep. It has an IP68 certification and is rated to put out 19,200 raw lumens. The anodized polyester powdercoat finish on the extruded aluminum housing is said to provide protection in any environment. That's a good thing too, since the LEDs have more than 50,000 hours of life. Your Jeep may get sold before your LED lights die.



This is where a friend comes in handy. The LED lightbar needs to be placed in the brackets and held while the five factory windshield bolts are tightened up, squeezing the brackets onto the lightbar.



Plugging in the light is a simple one-connector hookup. Of course, you'll have to put a red and black wire on the positive and negative battery terminals and run a wired switch through the firewall, but that's for the wiring harness install. We'll have that install story in an upcoming issue—wait for it.



Pro **GRIP**

MORE THAN JUST BIG: BETTER!

Dynatrac™ is setting a new standard in brake upgrades for the 2007-2015 Jeep Wrangler JK.

- System includes 4 rotors, caliper brackets and brake pads
- Front rotors are 13.50 inches in diameter

- Rear rotors are 14.25 inches in diameter
- Improves brake pedal feel
- Easy installation: no need to bleed brakes
- Optimized front and rear brake pads

Pro **GRIP**

A COMPLETE AND AFFORDABLE
BRAKE SYSTEM UPGRADE FOR THE JEEP JK.

Suggested retail price: \$995



Pro **ROCK44**™

DIRECT BOLT-IN FOR JEEP JK, TJ AND XJ

THE BEST-SELLING JK FRONT
AXLE OF ALL TIME!

As low as \$2,159

Voodoo Offroad Ropes

as low as
\$69



OFF-ROAD KINETIC RECOVERY ROPE



7/8" x 20' - 30'

- ✓ 38,000 lbs breaking strength
- ✓ Stretches up to 38%
- ✓ 2 year warranty



FREE MESH CARRYING BAG



1.844.866.3661

www.voodoooffroadropes.com

OVERHEAD LEDS



Here's where things get sloppy. There is really no solution given for running the wires to the lightbar. You could pinch them in the hardtop or the door frame (not a good plan) and run them inside and back out again; you could drill holes in your windshield frame and tub; or you could just do like we did and run them down the body seam and under the hood where a rubber seal pinches them. It's not ideal, but this will work until we get out a drill and get really tricky.



While the light performance is outstanding, it doesn't take long for you to figure out that your four-figure investment can leave you with a ringing in your ears over 40 mph. While that could put a damper on things, we had no worries thanks to a Rock Sock from Mercenary Offroad. The stretchable neoprene (wetsuit-like) material has a large zipper that makes the Rock Sock pretty easy to install with one person.



Between the security nut and the fact that you'd have to remove all five windshield bolts to get a bracket loose, it would take some time for a thief to get this light. We're not saying to park in a bad area and test the theory, but someone would need to have the right tools and some time to steal this LED lightbar from EPC's windshield mount brackets.



With a 20-second Rock Sock install, we were able to stop any whistling attributed to the overhead lightbar. 🚗

Sources

Pro Comp USA, 800/776-0767, procompusa.com

Mercenary Offroad, 818/653-6637, mercenaryoffroad.com

The DR48 LED lightbar gives usable light to a distance of 1,525 meters, with a 60-meter spread (30 meters per side) in front of your Jeep.



RECON

UNIQUE AUTOMOTIVE LIGHTING COMPONENTS

Get Lit!

Learn more about RECON products. Scan barcode with your mobile device & visit our website.



JEEP PRODUCTS

PROJECTOR HEADLIGHTS **NEW**

07-15 JK WRANGLER IN SMOKED/CLEAR



264274BK
264274CL

RECON's proud to announce their cutting-edge LED Jeep Wrangler 2007-2015 LED Projector Headlights with industry leading lumen output and the widest beam angle available for your Jeep Wrangler!

FRONT TURN SIGNAL LENS & SIDE FENDER LENS JK WRANGLER 07-15



264134CL 264134BK
Jeep 07-15 JK Wrangler
Round Front Turn Signal
Lenses with Amber
LED's Located Under
Front Headlights

264135CL 264135BK
Jeep 07-15 JK Wrangler
Round Front Fender
Lenses with Amber
LED's Located on Front
Side Fender



Available in White LEDs

264134WHBK Jeep 07-15 JK Wrangler Round Front Turn Signal Lenses with White LED's Located Under Front Headlights - Smoked Lens
264134WHCL Jeep 07-15 JK Wrangler Round Front Turn Signal Lenses with White LED's Located Under Front Headlights - Clear Lens
264135WHBK Jeep 07-15 JK Wrangler Round Front Fender Lenses with White LED's Located on Front Side Fender - Smoked Lens
264135WHCL Jeep 07-15 JK Wrangler Round Front Fender Lenses with White LED's Located on Front Side Fender - Clear Lens

LED TAIL LIGHTS JEEP WRANGLER 07-15



264234CL Clear
264234BK Smoked
264234RDBK Red Smoked
264234RD Red

Jeep 07-15 JK Wrangler LED Tail lights are available with Smoked, Clear, Red Smoked & Red Lens. RECON's new Jeep Wrangler LED tail lights are sold as a set & boast a simple plug-n-play installation.

LED 3RD BRAKE LIGHT JEEP WRANGLER 07-15

264127BK Jeep JK Wrangler 07-15
264127CL RED LED 3rd Brake Light

LED DOME LIGHT KIT

264161HP GM High Power Dome Light Set LED Replacement - Fits GMC & Chevy 00-07 Sierra & Silverado (CLASSIC BODY STYLE) & Jeep Wrangler 07-14 - 1 Set Required for Both 2-Door & 4-Door Trucks

264161 Jeep 07-15 JK Wrangler LED Dome Light Replacement Kit.

Get Lit!

WINCHES

Snatch Block, 4-Way Roller Fairlead, 92ft of 7/16" Aircraft Grade Steel Cable



264100PPW
10,500LB Pro
Performance Series Winch

264100BFW
17,500LB BRUTE
FORCE Series Winch

XENON HEADLIGHT BULBS & HID BULBS

New for 2011-2012 RECON's High Intensity Discharge aka HID headlights ARE NOW AVAILABLE. For Off-Road Use Only!

Get Lit!



RECON XENON HEADLIGHT bulbs produce MORE light while consuming less power and GENERATE LESS HEAT than FACTORY HALOGEN HEADLIGHT BULBS.

4114-4127 (XENON) Chevy & GMC 2nd Gen. Running Lights

WWW.GORECON.COM

ORDER ONLINE! GET 10% OFF USE PROMO CODE: JP15

ORDER BY PHONE

877-377-3266

While driving a '05 Rubicon Unlimited from the dealership in New Hampshire where it

was purchased as a “used” vehicle to our place of residence in Arizona, we had many hours to contemplate the future of this new-to-us Jeep TJ Wrangler. We wanted this rig in a bad way because it's the first of the “Rubicon” Unlimited (two-door, longer wheelbase) models with the Dana 44s front and rear, but it's not a JK with almost everything under the sun run by a computer. Even though it's not brand new, it has been for the most part unmolested and was in excellent condition.

We discovered on the drive to Arizona that while a factory soft top—even a 10-year-old one—can do a lot to keep the weather out (and a 2,500-mile trip across the United States in November will bring many different types of weather), it can't keep road and wind noise out. With the cruise control set at the speed limit, we were able to hear the radio but not enjoy it, and we were forced to holler to be heard. We like conversation, listening to books on CD, and music while traveling. The soft top had to be replaced.

The first stop after we got home was the local Jeep dealership to check on the price for a factory hardtop. What a shock! The ballpark figure was \$3,000.

We couldn't get an exact number because the counter clerk didn't want to look up the prices for each individual component and told us there isn't a part number for a complete top. That sent me to the Internet, where I found Rally Tops in Gardena, California.

Just up the block from Shelby American's assembly plant, Rally Tops' small facility houses some masters of their respective professions. We found in-house design, fiberglass fabrication, painting—the works. Jerry Mancini, owner of Rally Tops, designs and builds one-piece fiberglass hardtops for all models of Jeeps from the CJ-5 all the way up to the '15 Wrangler four-door models, including Scramblers.

OEM tops for Jeeps with optional hardtops are multi-pieced tops. You'll notice grooves down both sides of the OEM tops where the pieces are glued together. Rally Tops' hardtops are one piece. This makes them stronger and lighter than their OEM counterparts. Rally Tops' product is also fully insulated inside with carpeting, something the OEM tops don't have.

The option list for Rally Tops' hardtops includes a sunroof, roof rack, and sliding side windows. As far as I know, the only option on an OEM top is a rear wiper, and OEM tops have never included sliding side windows. You

ONE STOP TOP SHOP

From CJs to JKs, Rally Tops has a hardtop that fits like a glove and looks like a million

By Jim Brightly
jpeditor@jpmagazine.com
Photography: Jim Brightly

The '05 Rubicon Unlimited with the Rally Tops black hardtop stays warmer and quieter and offers greater security for valuable items inside your Jeep than the OEM soft top.





discounttiredirect.com

off road
YOUR JOURNEY STARTS HERE

FREE SAME-DAY SHIPPING! Some restrictions apply.

GENERAL TIRE YOKOHAMA HANKOOK HANKOOK COOPER Tires COOPER Tires NITTO NITTO



Grabber AT2 STARTS AT \$110	Geolander A/T-S STARTS AT \$112	Dynapro ATM STARTS AT \$116	Dynapro M/T STARTS AT \$131	Discoverer AT3 STARTS AT \$112	NEW Discoverer STT Pro STARTS AT \$156	Terra Grappler G2 STARTS AT \$167	Trail Grappler M/T STARTS AT \$245
---------------------------------------	---	---------------------------------------	---------------------------------------	--	--	---	--

FALKEN FIERCE BF Goodrich BF Goodrich PRO COMP GOODYEAR MICHELIN MICHELIN



Wild Peak A/T STARTS AT \$115	Attitude M/T STARTS AT \$156	T/A-AT K02 STARTS AT \$175	T/A-M/T KM2 STARTS AT \$179	Xtreme MT2 STARTS AT \$190	Wrangler Duratrac STARTS AT \$193	Baja MTZ STARTS AT \$192	Baja ATZ P3 STARTS AT \$197
---	--	--------------------------------------	---------------------------------------	--------------------------------------	---	------------------------------------	---------------------------------------



LEVEL 8
motorparts

STARTS AT
Bully Pro \$169 per wheel

Each set of Level 8 Pro Series wheels comes with bolt-on scratch guard rings, zinc-plated lugs, red metal hub rings and an air deflator.

We have shocks, lift and leveling kits, and accessories!



VISION MB WHEELS MB WHEELS MB WHEELS MB WHEELS LEVEL 8 motorparts LEVEL 8 motorparts PRO COMP



Warrior 15" STARTS AT \$85	TKO 15" STARTS AT \$99	Chaos 15" STARTS AT \$100	352 16" STARTS AT \$125	11 15" STARTS AT \$145	Punch 15" STARTS AT \$105	Guardian 16" STARTS AT \$110	31 Series 15" STARTS AT \$117
--------------------------------------	----------------------------------	-------------------------------------	-----------------------------------	----------------------------------	-------------------------------------	--	---



7S 15" STARTS AT \$119	Tuff 15" STARTS AT \$119	Raptor 16" STARTS AT \$129	Bandit 17" STARTS AT \$129	Regulator 15" STARTS AT \$135	The Standard 15" STARTS AT \$139	Sierra 17" STARTS AT \$176	Moab 17" STARTS AT \$176
----------------------------------	------------------------------------	--------------------------------------	--------------------------------------	---	--	--------------------------------------	------------------------------------

discounttiredirect.com

866.321.9741

M-F 8 a.m. - 9 p.m. EST SAT 9 a.m. - 6 p.m. EST

DISCOUNT
TIRE DIRECT

ONE STOP TOP SHOP

There is no lock or handle on the rear window of the Rally Top hardtop. The rear window is secured by the lockable tailgate.



With the zippers on their last legs and the windows fogged, the old top was dumped.



The only thing we saved were the plastic door surrounds in case we decide to buy another soft top in the next few years.



The 10-year-old OEM soft top had faded, the windows were permanently fogged, and the zippers were very difficult to use. It was noisy too!



Ramon Castillon (left) and Jessie Contreras remove the soft top at the Rally Tops shop.



Jessie and Ramon make sure the Jeep is clean and ready to accept the new hardtop.

can also order half hard doors with soft uppers from Rally Tops.

The full-length top for our '05 Rubicon Unlimited weighed just 138 pounds and cost about \$2,000. That includes the roof rack (150-pound capacity) and sliding side windows. Because of the Arizona sun, we didn't opt for the sunroof. Although other colors are available, we chose black to stay as close to OEM colors as I could.

Believe us, the trip home from Southern California was much more comfortable than the trip there. We were able to listen to the radio without blasting out the speakers, and we could speak in normal voices and hear each other, even at 75 mph. We did, however, notice a wind hum from the roof rack. The heavy tint on the windows kept headlights behind us from blinding the driver, and headroom in the Rally Top hardtop is more than enough, even with the Buchanan 1½-inch seat risers in place.



Rally Tops warns against lifting its hardtop by the roof rack. The roof rack is designed to hold 150 pounds on the roof, not to hold the weight of the top.

TRAIL ROCKER

by **PAINLESS**
PERFORMANCE PRODUCTS

painlessperformance.com

Control All of Your Accessories with **ONE PRODUCT**



*Introducing the all new Trail Rocker Jeep JK
Accessory Control System from Painless*

- *EASILY* control light bars, air compressors, and other off-road accessories!
- Weatherproof housing to keep your circuits safe!
- Custom bolt-on powder coated bracket gives you a clean underhood install.
- Non-intrusive switch panel allows you to maintain a factory-installed look.
- Allows you to control your accessories without tapping into your factory wiring!

AMERICAN MADE



AMERICAN PROUD

Find Your Dealer 800.54.WIRES
Tech Line 800.423.9696

PAINLESS
PERFORMANCE PRODUCTS



The new top is lifted and carried to the awaiting Jeep.



Fitment is checked on the front and rear of the Rally top before final attachment.



A piece of scrap from the production process shows the double-layer fiberglass (for strength and light weight) and glued-in carpet layer (for sound and temperature insulation).



Mancini checks our Jeep's appearance and the Rally Top's fit. The top is secured with four bolts on each side.



Packaged and palletized for shipment, a new Rally Top is ready to be sent to a new owner.



The front of the Rally Top needs to be settled into place before the top could be bolted down.



In front the top is secured to the windshield frame with factory-like clamps. The orange U-bracket is for the windshield's tie-down strap.

Rally Tops also offers a hardtop for CJ-5s, but it's too short for sliding side windows. 🚚



Source
Rally Tops, 800/664-8677,
rallytops.com



NEW FOR 2015

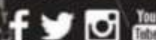
ENDURANCE 739B

17"
20"

SATIN BLACK CENTER W/ANTHRACITE GREY LIP AND ALUMINUM LIP BOLTS



GEARALLOY.COM



NEW FOR 2015

BIG BLOCK 726M

GLOSS BLACK WITH MIRROR
MACHINED FACE

18" 20" 22"



NEW FOR 2015

BACKCOUNTRY 719C

CHROME PLATE

18" 20"



737BM
CHALLENGER

737V
CHALLENGER

738MB
SWITCHBACK

738V
SWITCHBACK

719MB
BACKCOUNTRY

723C
NITRO



726MB
BIG BLOCK

726C
BIG BLOCK

728B
OVERDRIVE

725MB
DOMINATOR

718B
BLACKJACK

713MB
DOUBLE PUMP

Daystar JK hood vent

By Sue Majich

jpeditor@jpmagazine.com

Photography: Sue Majich

No matter which vehicle you drive, under-hood heat can be a problem. Out here in the

California desert, we have to really pay attention to our vehicle's temperatures. While a radiator that's clean and has adequate capacity is the best way to keep your engine cool, low speeds can let the heat build up under your hood to a point that it overcomes the cooling system. Cool air to the intake can also help your engine's power output. As air cools, it condenses, allowing more oxygen intake per cycle of the engine. The engine's oxygen sensor senses this and injects more fuel to compensate for the increased

oxygen levels. Yes, we know it isn't much, but the anemic 3.8L engine in our JK can use all the help it can get. This isn't going to be real good for your fuel economy, but then again, economy isn't usually real high on the priority list when you're running on 37-inch tires.

Unless you have one of the special editions, such as the Rubicon 10th Anniversary, your factory hood will be just like our '11 JK Rubicon. It's nothing more than a formed sheet of metal that encloses your engine to keep the elements out. Unfortunately, that same sheet of metal that keeps the elements out, also keeps most of the heat in. Daystar's new hood vent is a great solution for venting some of that heat, while still keeping the elements out. It works by drawing the hot air up from the front of the hood, through the cowl, and out the vents towards the rear of the hood. Seat of the pants testing (translated as sitting in traffic) shows us that it does a pretty darn good job of it too. There was visible heat shimmer coming out of the vents, and your hand

would warm up real quick when held in front of it. We also noticed that the electric engine fan was not kicking in quite as often. Although Daystar recommends painting before installation, we really liked the contrast of the black on red. If you're going to do the same, though, give it a good wipe down with a glass cleaner before you install it. We didn't, and the left over residue from the manufacturing process was a real pain to get off once it was installed. While Daystar includes two-sided tape to attach the side vent covers, we chose to use silicone to glue them in place. We did have to slightly trim the edges, but with some care, a razor cleaned up the injection molded edges and allowed us to get a nice tight fit. One other really cool feature is the second windshield wiper nozzle. Instead of the single nozzle in the center of the hood, Daystar includes a second nozzle and the needed tubing, so that you have one on each side of the cowl. It was kind of a pain to install, but worth it in the end.

RELEASE THE HEAT





Specializing in Restoration,
Service & Sales of Jeeps, Parts and
Accessories for 1976 to Current

JEEPS, PARTS & ACCESSORIES FOR JK

WE INSTALL
EVERYTHING YOU SEE HERE
(except the apparel)



FRONT BUMPERS



STAGE III - \$699.95

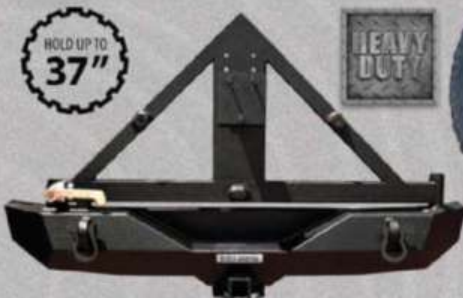


STAGE II - \$649.95



STAGE I - \$499.95

REAR BUMPERS



HOLD UP TO
37"



Rear Recovery Bumper with Tire Carrier - \$799.95

SEE MORE PARTS ONLINE AT BLKMTNJEEP.COM

PREMIUM WHEELS



Matte Black 17x9" Alloy



Gloss White 17x9" Alloy



Black Two-Tone 17x9" Alloy



White Two-Tone 17x9" Alloy



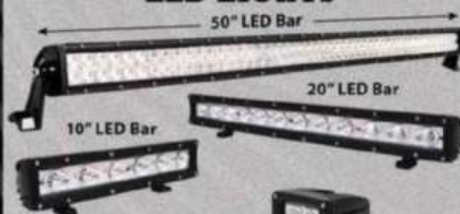
Gloss Black 17x9" Alloy



Black Steel Rock Wheel 16x8" Alloy

Alloy Wheels - \$229/each | Steel Wheel - \$79.95/each

LED LIGHTS



50"	\$799.95
20"	\$299.95
10"	\$199.95
3x3"	\$89.95

3x3" LEDs

Flood

Spot

8000LB WINCH



• Includes winch plate
• Includes Controller
\$369.95

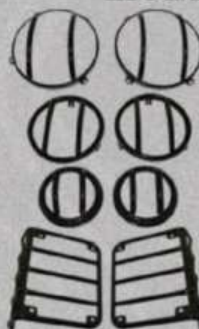
ANGRY GRILL



Angry Grill - \$249.95



LIGHT GUARDS



Light Guard Kit - \$189.95

GUN RACK

Available for '76-'06 & '07-Current Jeeps

Gun Rack - \$149.95
Bow Hangers - \$39.95



A COLLINS BROS JEEP PRODUCT



We are optimized for all devices

www.BLKMTNJEEP.com

www.CBJEEP.com

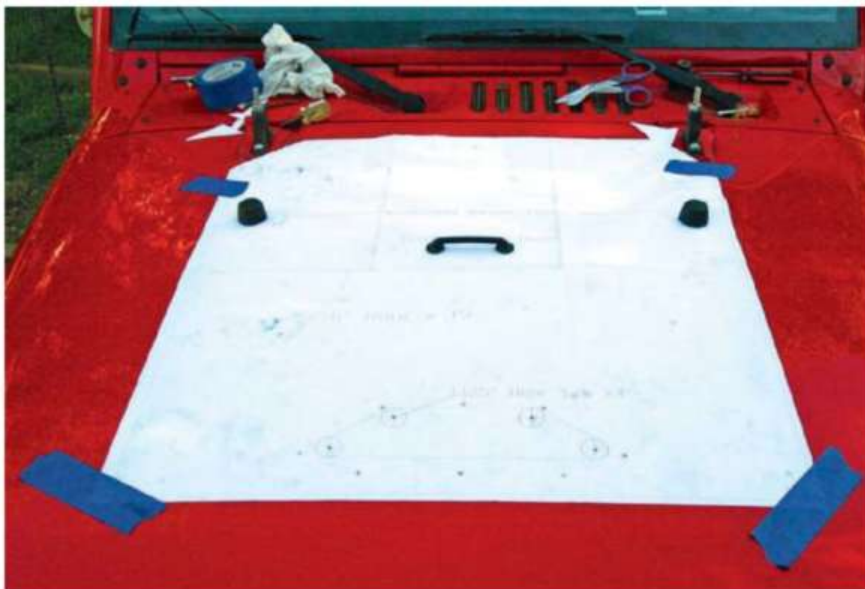
GET SOCIAL



FB.com/CollinsBrosJeep | Instagram - @CollinsBrosJeep | Google - CollinsBrosJeep



RELEASE THE HEAT



Daystar includes a well-laid-out template for drilling all of the holes. Using the windshield bumpers and the footman loop as fixed points, the template made locating the bolt holes extremely easy.



It's a good idea to use a pilot bit to start. All you need is a hole just big enough to keep the hole saw from wandering around. Our mental block was probably the hardest part of the whole install. Even we don't like drilling this many holes in new sheet metal.

**We don't like
drilling holes in
new sheet metal.**

Source

Daystar, 800/595-7659,
daystarweb.com



Since we already had our pilot holes drilled, it was a simple matter of punching a 1½-inch hole in each corner where the vent would go. One important thing is that when using power tools, always wear safety glasses. Obviously someone had a bit of a lapse here.



This was a lot easier than it looked. With those gaping holes we already drilled in the hood, cutting out the sheet metal between them was no big deal. Use a straight edge to mark the lines and connect the dots.

Once we got done turning our hood into Swiss cheese, we sprayed a little paint on it to keep rust away and bolted the cowl on. The screws were a little on the short side, but we got them on with a little persuasion here and there. This is definitely an install that's easier to do with a helper available. 🍷



STOP BY AND SEE US!
SEMA
RACING/PERFORMANCE
SECTION BOOTH #
20613

2014-12 JK 3.6
+19Hp +18Tq*
2011-07 JK 3.8
+11Hp +24Tq*

We have what
you need for
your Jeep JK's

SPLIT PERSONALITY

- Maximum power & performance for off-roading to daily commuting
- JK-specific performance features
- Save up to 4 custom-tailored programs
- Simple plug-and-play installation
- Increased fuel economy...
Users are reporting 1-3 mpg gains



hypertech.com



30-day money back guarantee
Return to place of purchase
Shipping/handling still applies

HYPERTECH

The World Leader In High-Performance Engine Tuning Products

* Power gains may vary slightly from those shown.

© 2015 Hypertech, Inc.

CATCHING UP (WITH KATIE)



Why you want to attend open house events in your area

By Katie

jpeditor@jpmagazine.com

Photography: Levi Jansma

How many parents have a hard time going to Jeep events? Aren't sure if you

can take the kids with you? I have a list of events that I know I can take my girls to where there won't be any issues to worry about. Yes, I really have a list. Why? My girls love to go to off-road events just to see a bunch of built Jeeps in a shop or to spend a few days out on the trail with other people that love Jeeping as much as us. It's a family affair for us. If you invite me to an event, you get all four of us. That's how

it works in my family.

Speaking of events, I had the chance to be present at the Colorado Northridge4x4 2nd Annual Open House. When I say present, I really mean spent four to five hours in the Jeep one way with a four- and six-year-old. Thank goodness for headphones and LeapPads. Otherwise I may have been pegged on the crazy meter by the end of the day.

The invitation came from Oliver and Tim who work out of the Colorado Northridge4x4 store. We met at All-4-Fun Week 2014. Northridge4x4 had several companies come out to support its Open House, ranging from big names like American Expedition Vehicles, TeraFlex, Truck-Lite, to smaller companies like a tasty BBQ joint named House of Q BBQ & Brew. If you ever get to Longmont, Colorado, you must check it out.

This was an awesome event to take my girls to. If you are really worried about taking kids to an event, keep in mind that a large number of people that attend these sort of events have children and understand

the meltdowns and boredom that young children can experience. Northridge4x4 had coloring books on hand just for the little Jeepers. My girls don't always want to walk around with me asking questions about this product or that service and need something to keep them occupied.

However, the best part of this open house (or any, for that matter) was meeting all the employees so that I can put a face to the person I'm talking to on the phone later. It's a great way for you to build relationships with the people at the local shops you're going to be working with, which is something you definitely want when it is your Jeep they're working on. Another great part about attending an open house is that you meet lots of fellow Jeepers. So next time your local off-road shop has one, get on down there and make some new friends. 🍷

Source

Northridge4x4, 866/601-5340,
northridge4x4.com

REVEAL. RECORD. RELIVE.

The Rigid Industries® Capture™ is the world's only LED light bar with an integrated GoPro® charging system.



RIGID INDUSTRIES
LED LIGHTING®

CAPTURE

RIGIDINDUSTRIES.COM/CAPTURE

Made to be used with GoPro® Hero 3+ or 4 camera. GOPRO, HERO, the GOPRO logo, and the GoPro Be a Hero logo are trademarks or registered trademarks of GoPro, Inc.

YOUR #1 SOURCE FOR EVERYTHING XJ

RUSTYSOFFROAD.COM

**NEW &
STARTING
AT \$299**

BUMPERS

**STARTING
AT \$99**

SUSPENSION

**NEW &
STARTING
AT \$109**

BODY ARMOR

**R
TRAIL
TESTED
TOUGH**



RUSTY'S

OFF-ROAD PRODUCTS

256-442-0607

NEW PRODUCTS

By John Coppa

jpeditor@jpmagazine.com



Far Off Fueling

Need more range from your '07-current Jeep JK Wrangler? GenRight Off Road has developed a 25-gallon fuel tank to get you farther between fill-ups. This new tank assembly is relocated to the rear muffler area of your Jeep and mounts in a way that still works with your factory fuel filler. The GenRight tank even re-uses your factory fuel pump module so all of your Jeep's emissions equipment remains intact. With the original fuel tank removed, there is now room for a true triangulated four-link rear suspension. Each tank is made from TIG-welded 1/8-inch-thick aluminum with a 3/16-inch-thick heavy-duty steel skid plate. A stainless steel hold-down strap keeps the tank in place. All tanks are 100 percent pressure tested and come with new factory Mopar rollover/vent valves. **Information:** GenRight Off Road, 805/584-8635, genright.com



More Light

If you've run out of places to add more off-road lighting, OR-Fab may have the solution with the new Cowl LED Light Bar Mount. This mount allows Jeep JK Wrangler owners to fit a 40-inch LED light-bar just above the cowl. The heavy-duty light-bar mounts are made in the U.S.A and manufactured from laser-cut 3/16-inch-thick steel. They attach to the Jeep's A-pillar body-to-window frame braces using the factory mounting bolts. OR-Fab JK Cowl Mount LED Brackets are available in a gloss or wrinkled black powdercoat finish and fit '07-'15 Jeep JK Wranglers. The mounting position is said to not interfere with the operation of the factory hood and windshield wipers. **Information:** OR-Fab, 928/ 636-7080, orfab.com



Power Anywhere

The Eastwood Company now offers an affordable line of portable generators. The line consists of the Eastwood 7500 Watt Generator and 3000 Watt Generator, plus Reliance Transfer Switches. The new portable generators feature heavy-duty commercial engines that are CARB/ EPA certified, making both units legal in all 50 states. Both generators feature pure copper-wound heads for increased reliability when running at full load for extended periods of time. Each generator comes with a two-year limited warranty. The 7500 Watt Portable Generator features a running output of 7,200 watts and a start-up output of 7,500 watts, while the 3000 Watt model features a running output of 2,800 watts and a start-up output of 3,000 watts. **Information:** The Eastwood Company, 800/343-9353, eastwood.com



Hot Spark

Looking for a hotter spark for your Hemi V-8 or swapped-in Ford or GM engine? ACCEL has more than a dozen new high-performance SuperCoil applications available. Supercoils are said to provide up to 15 percent more spark energy for improved throttle response and performance. ACCEL SuperCoils can be installed with simple hand tools and claim to use the latest in engineering design with optimized windings to maximize energy output, resulting in improved or restored vehicle performance and increased fuel mileage. SuperCoils are available individually or in multi-packs of four, six, and eight coils for different engine applications. **Information:** ACCEL, 216/658-6413, accel-ignition.com



Famous Seating

Want to sit your butt in the same seats that six-time Lucas Oil Off Road Championship winner and 16-time X-Games medalist Brian Deegan uses? Now you can, with the PRP Deegan 38 Pre-Runner fixed-back full-suspension seat. It's designed for daily driving, yet offers enough containment to keep you in place off-road. It features Deegan-inspired design, mid-side bolsters, and a hidden stash pocket to keep your money, wallet, or other valuables. The Deegan 38 Pre-Runner seat is available with trim in yellow, red, or dark gray. A reclining version will be available soon. UTV models are also available. **Information:** PRP Seats, 800/317-6253, prpseats.com



Retractor

The new Corbeau three-point-retractable harness belts make using harness-style seat belts much more convenient. Most harnesses lock you in your seat with almost no ability to move for shifting, changing the radio station, adjusting the mirrors, and so on. The Corbeau retractable belts feature an inertia reel to allow your harness belt to function just like your stock seat belts. This gives you the ability to move around in your Jeep. Sudden movements will cause the belts to lock. There is even a knob that allows you to change your belt from retractable mode to full-time harness mode. The Corbeau retractable harness is available in a variety of colors. **Information:** Corbeau, 801/255-3737, corbeau.com

TJ Over **100**
TJ/LJ Products

- Long-Travel Short Arm & Game-Changing Long Arm Kits
- Original Full Replacement Fenders
- 100's of Bumper Configurations

metalcloakTJ.com

JK Over **120**
JK Products

- The Game-Changer™ Suspension
- Original High Clearance Fenders
- Aluminum & Steel Overlands
- Dozens of Bumper Options

metalcloakJK.com

XJ Featuring **NEW**
Technology

- NEW 3.5" Duroflex Suspension
- Unprecedented Ride Quality and Flex for a Bolt-On Kit

metalcloakXJ.com

CJ/YJ Over **70**
Products for Your Rigs

- Full Replacement Fenders, Bumper, Rockers & Body Armor
- Fits CJ-5('72+), CJ-7, CJ-8 & YJ

metalcloakClassics.com

RAM **NEW**
Suspension Parts

- Duroflex Control Arms ('94-12)
- Improved Tire Clearance with No Loss of Ride Quality

metalcloakTrucks.com

"Technology is our Passion, Customers are our Focus."

- Mattson Breakley, Co-Founder

MetalCloak™

made in USA self-certified

916.631.8071

Facebook Twitter YouTube

We Build Game-Changing Products. Period.

METALCLOAK™

It's Your Jeep, Only Better.



**EVERY PART
GUARANTEED
TO FIT!**

GOT A WRENCH & 45 MINUTES?

You can install a JEEP RELI-TUB!

Why spend time locating, drilling, realigning and reinforcing the mounting holes to fit your frame? With Repli-Tub replacement bodies, you can install a brand new tub in 45 minutes, with just a wrench – it'll take you longer to uncrate it!

- Available only from Willys-Overland Motors
- Repli-Tub bodies available for CJ2A, CJ3A, CJ3B, CJ5, CJ7, CJ8 Scrambler, MB, GPW, M38, and M38A1
- All body mounting holes are drill and crush sleeves installed
- Tub is pre-drilled for pedals, steering column, and tail lights as well as most firewall holes
- Kits for early models include all body mounts, pads and bolts

"WOW! It fit perfectly thanks to your technical staff."

"Frustration level of 'zero' with this great kit, thanks."

Brakes, Suspension, Steering, Exhaust, Gauges, Wiring Kits, Seats & Cushions...

If a part was ever made, there's a good chance we have it! Our Parts Specialists are standing by!

FREE Technical Assistance!

Call Dennis, the restoration guru, for assistance and advice or Jay for Repli-Tub pricing and ordering.

888-265-5337

WILLYS-OVERLAND MOTORS
562 S. Reynolds Rd., Toledo, OH 43615 www.willysoverland.com

BDS SUSPENSION

A wholly owned
subsidiary of



TWO DECADES OF
ROCK CRAWLING,
MALL CRAWLING
AND URBAN HUSTLE.
BDS SUSPENSION...
NOT A TREND.



517-279-2135 | bds-suspension.com



Learn more about the Factory Protection Plus Program at 560plus.com

D137

NEW PRODUCTS



Phased

The latest from Pro Comp is the Phaser Series 41 wheel. This race-inspired wheel features a split six-window design that is said to be strong enough to withstand whatever you throw at it while still remaining lightweight. The Phaser is made from counter pressure-cast aluminum and has a reinforced lip with a simulated beadlock. High-grade stainless steel hardware jewels the outer edge. The Phaser is available in 17, 18, and 20-inch diameters with your choice of a machined face or a complete satin-black finish. **Information:** Pro Comp, 800/776-0767, procompusa.com



Cover Up

CalTrend introduces the Tough Camo seat covers to protect your factory seats. The Tough Camo covers are said to be the most rugged, stain-, water-, and abrasion-resistant camouflage seat covers available in the marketplace. They feature a lacquered topcoat for durability, yet are said to maintain a soft and comfortable feel. Tough Camo covers are available in two prints: Camo-Marsh and Camo-Woods. In addition to high-abrasion resistance, Tough Camo covers provide protection from accidental punctures, moisture, and mildew, and the material is resistant to cold cracking, stains, and UV exposure. Tough Camo covers are also flame-resistant and have unique antibacterial and antimicrobial properties. The covers are made right here in the U.S.A. and are custom tailored for a variety of popular applications. **Information:** CalTrend, 800/846-8621, caltrend.com

DECEMBER 2015

A-Pillar Gauges

Auto Meter now offers Jeep JK Pillar Pods. The Pillar Pods provide an easy way to install aftermarket gauges on the '07-current Jeep Wrangler A-pillar. This puts the gauges in the driver's field of view without obstructing outward visibility. Several applications are available in both one and two-gauge versions. The Pillar Pods are designed to house common 2 1/8-inch gauges. Pillar Pods are made in the U.S.A. from high-quality ABS plastic and are said to be designed to fit just like the factory pieces they replace. **Information:** Auto Meter, 866/248-6356, autometer.com



TH400 Protection

Is your Jeep running a TH400, the king of automatic transmissions? If so, as with any automatic transmission, heat is a serious concern. The hotter the transmission gets, the shorter its life will be. Tilden Motorsports developed a solution with the TH400 Pro Series transmission oil pan. It offers three additional quarts of fluid capacity over stock, has integrated cooling tubes, an integrated sealing ring to protect against leaks, and an integrated 1/8-inch skidplate for added protection. Tilden claims that a 20-50 degree reduction in transmission fluid temperatures is not uncommon.

Information: Tilden Motorsports, 408/600-0122, tildenmotorsports.com

Write Us!

Are you building a product that the Jeep world needs to know about? Take a high resolution digital picture (at least 1,600 by 1,200 pixels) and email it along with a brief description of the product to jpeditor@jpmagazine.com. Or, snail mail it to:

Jp Magazine, New Products
831 S. Douglas St.
El Segundo, CA 90245

garvin.
WILDERNESS PRODUCTS™

RACKS, BUMPERS, TIRE CARRIERS, TRAIL RACKS,
ROCK RAILS, ACCESSORIES, ROTOPAX CAN MOUNTS

WWW.WILDERNESSRACKS.COM
819.440.7415

MADE IN THE USA

BOMB PROOF MOTOR MOUNTS

"I've run MORE Bomb Proof Motor Mounts and Block Brackets for close to ten years without any issues. They survived many flops and roll-overs during that time."

JASON KAMINSKY Driver, Four Corners 4x4
2013 Dirt Riot 4600 Class Champion

M.O.R.E. JAM500
"BombProof" Motor Mount Kit
for J2, J3, J4, J5

**Demand MORE,
Do MORE**

(877) JEEP A2Z

MORE
Mountain Off-Road Enterprises
MountainOffRoad.com

JEEP SHOTS

By Ali Mansour

jpeditor@jpmagazine.com



Evolving Rubi

Skip Lennon's '08 Wrangler Unlimited Rubicon is outfitted with a bevy of high-end aftermarket wares. The original short-arm suspension was replaced by a complete long-arm system from TeraFlex, and the front coils ditched in favor of an EVO Manufacturing coilover conversion. EVO Rock Skins, sliders, and ¾-pounder front bumper make up the majority of the armor, while a Warn winch acts as a convenient recovery tool. To get more performance out of the 37-inch BFG KM2 tires, Lennon purchased a set of 17-inch Walker Evans beadlock wheels.



Worth The Wait

After waiting 70 years, John Russell of Green Valley, Arizona, bought his first Jeep and subscribed to *Jp* magazine. His '11 Wrangler Sahara sits on a 2-inch AEV suspension with 33-inch Goodyear all-terrain tires. To give the 3.8L V-6 engine some extra ponies, an Airaid intake and DynoMax exhaust was added on. Rugged Ridge bumpers protect both ends, and a Rugged Ridge winch was installed as a handy recovery aid. Russell states that the JK is mostly used for exploring the many abandoned mines and ghost towns in the Arizona desert.



Born To Jeep

This green machine belongs to William Devers III of Gales Ferry, Connecticut. The '11 Wrangler Unlimited's powertrain remains mostly stock, with the exception of a MBRP exhaust system. A TeraFlex 1½-inch lift makes room for the 35x12.50 Goodyear MT/Rs mounted on 15x8 MB Motoring wheels. Devers states that he started his *Jp* subscription the day his son was born. He says the day this photo was taken his son proclaimed, "I love daddy's Jeep," and proceeded to give the front bumper a hug.



Man Country

Albert Peters of Winkler, Manitoba, Canada, enjoys time in the backcountry with his '04 Wrangler. The TJ is powered by a 4.0L inline-six engine, which was upgraded with a K&N air intake and Banks Power exhaust system. Suspension needs were handled by a Rough Country 4-inch lift, which allow ample clearance for the 33x12.50 Mickey Thompson Baja Claw TTC Radial tires. Future upgrades include higher numerical differential gears, which should help the daily driven wheeler perform even better on- and off-road.



GETTING YOUR GEAR STOLEN IS NO ADVENTURE



SERIOUS THEFT PROTECTION

866.348.8339 | tuffyprompts.com/jp



FOURWHEELER

NETWORK

Your Ultimate Off-Road Connection



FOURWHEELER

MUD LIFE



4WHEEL

Off Road

4WHEEL DRIVE

fourwheeler.com

DURABAK COMPANY.COM

One product does it all !

TOUGH, LIGHT WEIGHT, HI-TECH POLYURETHANE
BED LINER AND COATING.
PROTECTS INSIDE, OUTSIDE AND UNDERNEATH!



**EASY TO APPLY
BRUSH, ROLL,
OR SPRAY.
DO IT YOURSELF
AND SAVE**

**AVAILABLE IN
16 COLORS**



DURABAK AS A TRUCK BEDLINER



**DURABAK AS AN
EXTERIOR SCRATCH GUARD
(TEXTURED OR SMOOTH)**



**DURABAK AS AN UNDERCOATING
& INTERIOR**



**NEW COLOR
MILITARY
OLIVE DRAB**

**www.durabakcompany.com
303.690.7190**

JEEP SHOTS



Yell Oh!

Rob Luther uses his '77 CJ-5 mainly for cruising and light wheeling around his home in Orlando, Florida. The 360ci AMC V-8 was upgraded with a Holley 650 carburetor and Edelbrock Performer Series intake manifold. The T-18 transmission is paired with a Dana 20 transfer case, which splits power to the International Scout-sourced Dana 44 axles. Front and rear Spartan Lockers help the 35-inch Interco Super Swamper tires take a bite. Up front, the custom bumper holds a Warn winch, while a Rock Hard 4x4 rear bumper totes the spare tire.



Father & Son

The clean '85 CJ-7 you see pictured here belongs to Command Sergeant Major (retired) Bob Pion of Manassas, Virginia. After purchasing the CJ from the original owner, Pion began modifying the Jeep as time allowed. To get more power, he swapped out the original engine and replaced it with a 4.0L from a '98 Cherokee. A Dana 300 transfer case splits power to the AMC 10 rear and Dana 30 front axle, both of which were upgraded with 4.10 differential gears and Lock-Right lockers. Adding height is a set of 2½-inch-lift BDS Suspension leaf springs along with a 1-inch body lift. Custom bumpers work with armor from Poison Spyder Customs to protect the body on the trail. The OR-Fab sport 'cage is there just in case all four 33x12.50 BFG Mud-Terrains tires point skyward.

Parked next to the CJ is his son's '99 Cherokee. After totaling his previous '98 XJ, he used the money from parting out the wrecked Jeep to build his current ride. A 3-inch Rough Country lift helps clear 31-inch Kumho Road Venture tires, and JCR front and rear bumpers increase protection. 🇺🇸

Write Us!

Want to get your Jeep in these pages? Just grab the tech form off jpmagazine.com, fill it out, and email it to jpeditor@jpmagazine.com. Be sure to include a high resolution image (at least 1,600 by 1,200 pixels) with your submission. Or, snail mail it to:

Jp Magazine, Jeep Shots
831 S. Douglas St.
El Segundo, CA 90245

UNLOCK THIS GATE!



**IGNITED
WE STAND**

KEEP TRAILS OPEN. JOIN THE SEMA ACTION NETWORK (SAN)

ENLIST TODAY: SEMASAN.COM

NO FEES.
SPAM.
CATCH.

DAYSTAR

Truck and Jeep Accessories

JK WRANGLER 2007-2015 LIFT KIT & ACCESSORIES

\$399.99

**3" LIFT KIT
RATED #1 IN THE WORLD**



Part# **KJ09153BK**



\$49.99

Part# **KU7110BKV**
GO PRO MOUNT



\$24.99

Part# **KJ09145BK**
HOOD WRANGLER



\$79.99

Part# **KU70057BK**
D-RING ISOLATOR



1-800-595-7659
www.daystarweb.com



GO EVERYWHERE

DAYSTAR IS THE CREATOR OF THE ONE-OF-A-KIND FORWARD CONTROL JEEP FC170. VOTED #1 VEHICLE AT



THE Essentials® Ultimate Catalogs

for Jeep® Vehicles

JUST PICK THE **FREE** CATALOG YOU NEED!



ESSENTIALS FOR '41-'06 CJ & WRANGLER

Our NEW 316 page catalog covers ALL '41-'06 Classic, MB, CJ, YJ, and TJ Wrangler® Jeep® Vehicles!

FREE '41-'06 Catalog request code:

JPDJ

NEW CATALOG FOR '07-'15 JK

Expanded 304 Page catalog for JK exclusively for your '07-'15 Wrangler/Unlimited

For a FREE JK catalog request code:

JPDLK



CATALOG FOR CHEROKEE VEHICLES

Our NEW FREE 88 pg catalog for Cherokee & Grand vehicles from '84-'15

For FREE Cherokee catalog request code:

JPDLX



SCAN ME!

With a smartphone QR reader

REQUEST YOUR PREFERRED Essentials® CATALOG TODAY!

888-745-9963

Mon - Thurs 8AM - 12AM Fri 8AM - 9PM & Sat 9AM - 5PM EST



25 Years

The terms Quadratec and Essentials are Registered Trademarks of Quadratec Incorporated, Registered at U.S. Patent and Trademark Office. Quadratec, Inc., an independent supplier of accessories for sport utility vehicles, has no affiliation with Fiat Chrysler Automobiles (FCA). The terms Jeep, Wrangler, Rubicon, Unlimited, Mopar, Cherokee, and the Jeep Grille Design are registered trademarks of FCA and are used for identification purposes only. © 2015 Quadratec Incorporated.

YOUR JEEP

By John Cappa
jpeditor@jpmagazine.com



Perfect Jeep Replacement

I want your opinion and thoughts on the "perfect" Jeep for my situation. The year, model, and so on doesn't matter as long as it's an automatic. This Jeep will be mostly used by my wife. It will be used mostly on-road. It has to be something reliable enough to be driven across the country if need be, but strong enough for getting through the Colorado snow and a trail or two. She is currently driving a '88 Grand Wagoneer and loves it, but it's pretty much worn out and needs to be replaced.

Doug Bridges
Estes Park, Colorado

You didn't specify if you wanted a used vehicle or a new one. Given the size, weight, and capability of the vehicle she is currently driving, I think the '99-'04 Grand Cherokee is a good choice if you are looking for a used, higher-mileage Jeep. The 4.0L inline-six engine will hold up better than the much more complex 4.7L V-8 over the long term. The '05-current Grand Cherokee is also a solid choice. Several different engines were available during that time period. In no particular order, I would put the EcoDiesel 3.0L V-6, the Pentastar 3.6L V-6, and the 5.7L Hemi as my top engine picks. For fuel economy, go with the EcoDiesel. For a compromise on fuel economy and power, go with the Pentastar. And for pure muscle and hauling capability, get the Hemi.

Another option that many past Jeep owners have embraced is the '07-current four-door Wrangler Unlimited. If you were to go that route, I would recommend getting the '12-current version with the Pentastar 3.6L V-6 engine. The extra 83 hp and interior amenities will be worth it.

Tranny Troubles

I have a '00 TJ Wrangler Sahara with a 4.0L inline-six and an automatic transmission that will not go into Third gear correctly. The torque converter will not lock up unless I let completely off the throttle or modulate it. It happens anytime the Jeep sits for a day or more. After a few miles, everything starts working fine. The service manual says the lockup converter only comes into play for Third gear. No one

will touch this 32RH for a rebuild, and I only found one used online for over \$1,000. No codes have ever been tripped and the tranny works flawless except for no kick-down when I floor it. I'd hate to replace the transmission with only 124,000 miles on it. I recently read an article in *Jp* about replacing the converter.

Do I risk just replacing the converter (which I can get) or go for a used tranny? I know these

things don't last much over 120,000 miles, but mine has never had a hard life.

Ray Beeson
Apple Valley, CA

That's a tough call. Clearly there is something that isn't working right. It could be any number of things or multiple problems. My best advice would be to let a competent transmission shop take a look at your Jeep. Someone who knows what they are looking at will have a much easier time figuring out what is going on. I once had a transmission that I was sure was toast. It had all the signs that something had been smoked inside. It was slipping and would not shift properly. I started with the simple stuff myself, checking vacuum lines and electrical connections, and found nothing out of place. I took it to a competent shop where they dropped the tranny pan to take a closer look. They found that several of the transmission valve body bolts had come loose. They tightened them up, changed the fluid and filter, and the transmission worked as good as new. Now, I'm not saying that's what's wrong with your transmission—it likely isn't. However, getting your transmission in the hands of someone that runs into these problems often is a good bet, especially because you have more than one issue. Simply tossing in a new converter may solve the problem with the lockup issue, but you could be pumping metal bits through your brand-new part if the transmission has other issues. Give all of the transmission wiring, plugs, hoses, and other connections a good looking-over first. Then head to the shop if you can't find any problems.

Suspension and Engine Options

I have been a CJ man all my life. I have a girlfriend with three kids, so I eventually let my Jeeps go, but I have a few bad disks in my back. I like the simplicity of the CJ, but the ride is a little too harsh for me now. Is a coil-spring suspension that much better? Can I put coils under a CJ? Can a TJ's running gear bolt up to a CJ body? What do you think is the best six-cylinder for a daily driver that sees light to medium trail duties, the 4.2L, 4.0L, or maybe a 4.3L

GEICO[®] Motorcycle ENDURO CROSS

MOOSE
RACING

**TOUGHEST
INDOOR OFF-
ROAD RACING
ON THE PLANET**

MARCH 6	> Daytona Beach, FL	OCT 3	> Denver, CO
MARCH 21	> Salt Lake City, UT	OCT 17	> Everett, WA
APRIL 25	> Sacramento, CA	NOV 7	> Boise, ID
MAY 1	> Las Vegas, NV	NOV 22	> Ontario, CA



WATCH ON

**CBSSPORTS
NETWORK**



VISIT ENDUROCROSS.COM FOR MORE INFO!

PITS OPEN TO THE PUBLIC ALL DAY FREE

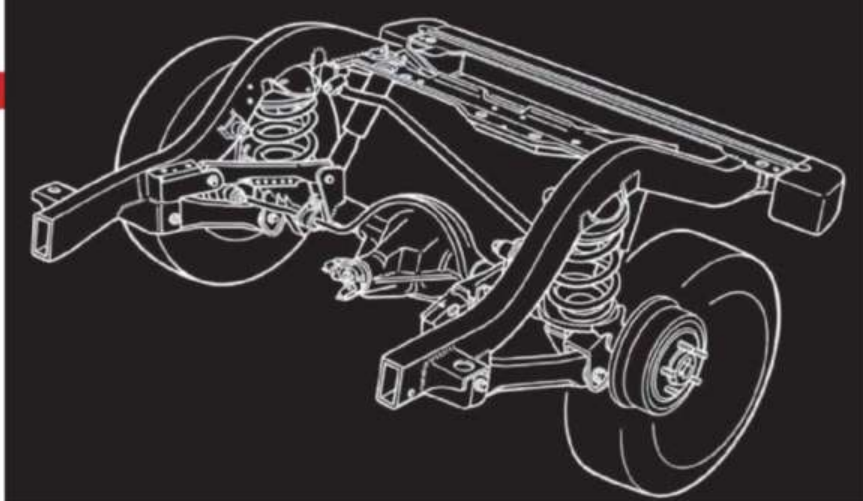


YOUR JEEP

Chevy V-6? Does the left/right front pinion position cause any problems?

Mike
Via email

The simple answer is yes: the coil-sprung Jeeps ride a lot better than the old leaf-sprung CJs. However, it is totally possible to screw up the ride of a coil-sprung TJ or JK by installing the wrong lift kit and shocks for how you plan to use the Jeep. In your case, I would stick with smaller lifts and lightly valved or adjustable shocks set to the softest setting.



NEW AND IMPROVED i2



'15 TUNING OUT NOW
FOR 2015 JEEP WRANGLER
WITH AN AFTERMARKET
DIABLOSPORT PCM

PERFORMANCE PROGRAMMER
FOR JEEP VEHICLES - PART # i2010



Updates Anywhere

Connect your i2 via Wi-Fi, PC, or Mac OSX.



Power Up Your Driveway

Add vehicle licenses that unlock tuning for other supported vehicles, regardless of make or model.



No Guess Tuning

The New Easy Tune Option walks you through the entire tuning process.

DIABLOSPORT

561-908-0041

WWW.DIABLOSPORT.COM/i2

Not legal for sale or use in California on pollution - controlled vehicles.

You can make a huge difference in ride comfort by installing suspension-style seats like those from Corbeau (corbeau.com), MasterCraft (mastercraftsafety.com), and PRP (prpseats.com). I have had many people with bad backs tell me that suspension-style seats were the only thing that allowed them to be able to drive off-road again. The suspended seats dampen the harsh and jarring compression that standard foam seats can't.

You can put coils under a CJ; however, it would be very cost prohibitive. They will not simply bolt in. It would require the fabrication of a completely custom suspension. For about the same price of that custom suspension, you could buy a good used Jeep TJ Wrangler.

As for the engine, it's hard to beat the reliability and performance of the Jeep 4.0L. However, the inline-six is based on a 50-plus-year-old design. If we are talking about swapping engines into a CJ, for best all-around performance and fuel economy, I think you might be better off with a modern fuel-injected 4.3L GM V-6. Really, though; either of these two engines are good choices. The 4.2L inline-six is simply too antiquated. It would cost quite a bit to install fuel injection, a modern ignition, and so on. The resulting performance would be less impressive than a more modern and less expensive fuel-injected 4.0L.

A CJ frame can be made to accept a driver-side drop front axle and drivetrain fairly easily, but it's not a simple bolt-in procedure. Fabrication, cutting, and welding would be required to complete an engine, transmission, transfer case, and axle swap of this magnitude.

Cooling Flatfenders

I am building a flattie. It has a 4.1L Buick engine in it. Does the M38 grille have more radiator room than a typical flatfender?

William Lawson

Via [facebook.com/JohnCappa4x4](https://www.facebook.com/JohnCappa4x4)

The M38, CJ-2A, and CJ-3A all have about the same space for a radiator. Unfortunately, the large, 7-inch round headlights and the factory headlight buckets take up a lot of space behind the grille. The MB/GPW grille offers more radiator room. The headlights are smaller and the grille has nine open slats instead of seven, offering more surface area and potential airflow. However, the factory flip-up MB/GPW headlight buckets take



SPARTAN GRILLE & SPARTACUS STEEL BUMPER

SPARTAN GRILLE

The Rugged Ridge® Spartan Grille offers you extreme versatility with interchangeable inserts that will match your personal style and give your Jeep® a customized off-road look. Each grille is easily paintable and injection molded for a precise factory like fit and comes ready to accommodate Rugged Ridge's new steel mesh inserts. Ranging from mild to wild, each insert allows you to further customize your Jeep's exterior. In addition to its dramatic styling, the Spartan Grille also features a larger opening that provides the engine compartment with better air flow and cooling; especially important during low-speed off-road crawling when engine temperatures can rise.

FROM \$249.99!



Spartan Grille shown with Military Star Insert

Spartan Grille & Inserts

	Omix#
Spartan Grille, Black w/ black screen, 07-15 Wrangler	12034.01
Spartan Grille Insert, Military Star, 07-15 Wrangler	12034.21
Spartan Grille Insert, American Flag, 07-15 Wrangler	12034.22
Spartan Grille Insert, Land Shark, 07-15 Wrangler	12034.24

SPARTACUS STEEL BUMPER

Rugged Ridge's new Spartacus Stamped Front & Rear Bumpers features a tough powder coated texture with a sturdy 11 gauge stamped steel construction. The stamping process used allows for the most advanced styling on the market, creating a bumper lighter than most aftermarket steel bumpers and is designed to work with all popular winch models.

- Stamping process allows for most advanced styling in the market
- Stamping also allows for efficient use of materials resulting in a bumper lighter than most aftermarket steel bumpers
- Injection molded crush can covers add modern styling while keeping vehicle within factory spec (front bumper only)
- Stamped in knuckles strengthen vulnerable bottom edge while providing a rugged and tougher look
- Rear bumper accepts 7/8-inch D-Rings
- Front bumper uses the factory tow hooks

FROM \$699.99!



Spartacus Stamped Steel Rear Bumper (11544.51)



Spartacus Stamped Steel Front Bumper (11544.01) & Spartan Grille (12034.01)

VISIT WWW.RUGGEDRIDGE.COM TO LEARN MORE

up a lot of space and can get in the way in some cases. In all cases, I've found that you can fit a larger radiator if you don't use the factory headlight buckets—or at least trim them. No matter what grille you choose, you'll likely need to remove or modify the stock shrouding that is spot-welded to the backside of the grille.

How large of a radiator you can fit will be dependent upon many factors. The engine location, steering linkage and shaft, and whether or not you have the factory front crossmember are all important variables. It's possible to fit a 27-inch-wide by

16-inch-tall universal aluminum two-core radiator behind a flatfender grille with trimmed headlight buckets. Flex-a-lite (flex-a-lite.com), Griffin Thermal Products (griffinrad.com), and Summit Racing (summitracing.com) offer many different universal radiators that can be made to work. I've actually been eyeballing the smaller 24x15.5-inch Griffin Combo Unit (PN CU-25201-XS) for one of my flatfender projects. It is rated for up to 400 hp and comes with an electric fan and fan shroud.

The engine location is key. On some engines, like the Chevy small-block you



will have to modify the firewall to fit the large HEI ignition. Surprisingly, it fits, even with a long water pump. However, this extra-long combo is not ideal. Since building a flatfender is sort of like putting a puzzle together, you'll want to experiment with engine location before burning in the motor mounts and transmission crossmember. Moving the engine too far forward won't leave enough room for a radiator and fan, and moving it too far back will result in a very short rear driveshaft. Fitting your Buick engine should be much easier than fitting and cooling a small-block Chevy.

Proper airflow is very important for your cooling system to function properly. A mechanical fan attached to the water pump can move massive amounts of air. However, the fan and radiator will require a good shroud to make use of their capability. If the engine is mounted too low, a mechanical fan will be almost worthless to you unless you have the ability to build a complex shroud. Even then, the fan could make contact with the steering linkages under full suspension compression. If you find that you can fit a mechanical fan, Flex-a-lite offers rigid steel race fans that move lots of air through your radiator when properly shrouded. They do sap a bit of power and make a lot of noise, though.

The flatfender grille that likely offers the most cooling potential is the slat grille. You likely won't find a used one because they are somewhat rare and valuable. However, you could easily build one by bending and welding together 3/4- or 1-inch-wide strip steel. They are sort of ugly but certainly original looking. Omix-Ada (omix-ada.com) offers all the old Jeep grilles, including the MB/GPW (PN 12021.99) and slat grille (PN 12013.01). A flatfender grille swap is a bolt on conversion if you decide to go this route. 📌

ALL NEW TREKTOP™ PRO

**We Wrote the Book on Soft Tops for Jeeps.
Now We've Added a Whole New Chapter.**

*Bestop's mounting rail
uses no zippers.*



*Rear glass
hatch has
gas assist struts
& integrated
defroster connect.*

*OEM quality premium twill pattern
triple-layered fabric provides
lasting durability and great appearance.*

Hard Top Convenience. Soft Top Versatility. Only from Bestop.



*Sliding glass side windows
for adjustable ventilation.*

*Easily converts to
a Safari Bikini top
for open air driving.*

*Let the sun in
with Bestop's
exclusive Sunrider
flip-back panel.*

**Trektop™ Pro is the next step in soft top design for 2-Door & 4-Door Jeep® Wrangler JK.
A true hybrid bringing together patented features JK owners want most in a top.
A top for all seasons, for all the right reasons.**



LEARN MORE

See the complete list of
Trektop™ Pro features at
www.Bestop.com

Write Us!

Got a tech question you're just itching to get answered? Send it on in to Jp Magazine, Your Jeep, 831 S. Douglas St., El Segundo, CA 90245, or e-mail it to jpeditor@jpmagazine.com.

Inline Tube .com
The Professional Restorers #1 Choice
Premium Stainless or OEM



Straight Length
Brake Clips
Spring Wrap
Tube Nuts
Fittings
Tubing
& more

Brake & Fuel Lines
Soft Bending
& Flaring
Stainless
Tubing

Stainless Brake Hoses
Many
Exclusive
New Products!

Prop. Valves
Tools

Online
Ordering @ inlinetube.com
Brake Plumbing Products
15966 Technology Dr. Shelby Twp. Michigan 48315
Order (800) 385-9452 Ph (586) 532-1338

Highest Quality / Best Price / Largest Selection

Proto Fab **ROCKSOLID**  MADE IN U.S.A.

Front Winch and Rear Bumpers with Tire Rack Systems for Jeeps.
WWW.PROTOFAB4X4.COM 928-632-0216



JEEP 4.6 STROKER!



The Gold Standard - Jeep® 4.6L / 270hp Long Block!
Golen's 270hp long block will give your Jeep® the kick it needs for weekend off-road fun - with an exclusive 3 Year Labor Warranty!
No modifications are necessary, and with proper tools, you can be on the road with a new Golen 4.6 in less than 8 hours!
All major credit cards accepted.

HP: 270/300 bhp @ 5200 rpm
Torque: 320/340 lb/ft @ 4000 rpm
Range: Idle - 5200 rpm
Comp. Ratio: 9.1:1
Fuel: 91+ Octane (Pump)
Starting At: **\$3,799.00**

GOLEN

Call toll-free today!
www.GolenEngineService.com

800-591-9171

Trail Products

**BUMPERS
CORNERS
ROCKER GUARDS**



www.Trail-Products.com 805.416.4929
Your Next Adventure Begins with Us

DON'T GET STUCK WITHOUT THEM!

PULL-PAL
THE FOLDABLE LAND ANCHOR
970.963.4507 • pullpal.com

PREMIER POWER WELDER
ONBOARD WELDER
970.963.8875 • premierpowerwelder.com

LEARN TO WELD DVD

ORDER TODAY!

VISA MasterCard DISCOVER 

Stuck in a rut? GET OUT with the

MOREPOWER PULLER®

Now with Amsteel Blue® Rope!

- Stronger than cable — no wire wickers
- 100% portable / less expensive than a winch
- 3-ton dead lift / 6-ton drag rating with 35 foot 5/16" rope model
- Pull from front, rear or side

Constructed of solid iron!

Manufactured since 1934 by
The Wyeth-Scott Company
Newark, OH • 800/743-4521 • 740/345-4528
sales@wyeth-scott.com • www.wyeth-scott.com

HD Series
Guaranteed Tough



TREADLOCKS
425-353-6776
treadlocks.com
made in USA

SPIDERTRAX
OFF-ROAD
800-286-0898



Wheel Spacer and Adapter Kits
specifically designed for your Jeep. All bolt-on kits are manufactured in-house & come with a money back guarantee!
Colorado, USA • spidertrax.com

PLAY NICE

Minimize your impact; camp at least 200 feet from lakes or streams.

treadlightly!
LEAVING A GOOD IMPRESSION
www.treadlightly.org





Truck-Lite

LED HEADLIGHTS

Made in USA

800.562.5012 | www.truck-lite.com



RANDYS
Worldwide Automotive

WIDEST SELECTION OF QUALITY DIFFERENTIAL PARTS

TWO BEST BRANDS | OVER 6,000 PART NUMBERS | SAME DAY SHIPPING

USA, Harbor Freight, Diff Wizard

RING & PINIONS • FRONT & REAR AXLES • LOCKERS
POSITRATIONS • INSTALL KITS • LOCKING HUBS

CALL TODAY! 1-866-299-1734

RINGPINION.COM | WHOLESALE | DIFFWIZARD.COM



EVOMFG.COM

MANUFACTURING

Your source for:

- Bumpers
- Coil Over Kits
- Body Armor
- Suspension Systems
- Parts available for TJ's & Jk's

EVOMFG.COM
(714) 879-8913

Made in USA

32,000 lb. Breaking Strength!

BubbaRope

More than just a good ol' mudder's rope!

NEW!
Stronger Than Steel



GATOR JAW
Shackles

7/16" Part# 176745

✓ Off-Road Recovery ✓ Farming Industrial
✓ Marine ✓ Mining

bubbarope.com
877-499-8494




Made in the USA

"Safer than Steel!"



myowncover
upload - design - order



Looking for a personalized gift for almost any occasion?

- Upload your own photos
- Design great personalized covers
- Order prints to share or give as gifts

Create your own magazine cover and be a star.

www.myowncover.com



BOOM MAT
THERMAL ACOUSTIC CONTROL

ULTIMATE SOUND UPGRADE!

Speaker Baffles protect speakers while enhancing audio quality.



AutoZone.com SpeedwayMotors.com Eastwood.com Jegs.com SummitRacing.com Crutchfield.com

www.BoomMat.com
1-800-264-9472

STOP! AFFORDABLE & EASY BRAKE UPGRADES

Jp BEST JEEP BUILD TIPS

AUTO OR MANUAL TRANSMISSION?
SELECTABLE OR FULLTIME LOCKERS?
ROD ENDS, UPRIGHTS, OR HUMBERS?
WHAT TIRE PRESSURE SHOULD I RUN?
SHOULD I BUY A RUBICON OR NOT?

SUPER XJ TECH
WRAPPING UP OUR CHEROKEE PROJECT

"Like" the Jp page on Facebook and enjoy:

- Sneak peeks at upcoming stories
- Vehicle updates
- Prize giveaways

Go to facebook.com/jpmag



OLYMPIC 4X4 SUPPLY

- PARTING OUT OVER 400 4X4'S
- WE STOCK A LARGE INVENTORY OF HARD PARTS & USED PARTS
- SERVICE AND REPAIR - REBUILT TRANSMISSIONS, TRANSFER CASES, AXLE ASSEMBLIES
- WE BUILD U BOLTS AND BRAKE HOSES
- NEW PARTS AND ACCESSORIES LIFT KITS, LOCKERS...

Yukon Smittybilt Logans Viper GenRight ARB GenRight TCS

800-752-9979
WWW.OLY4X4.COM

REVOLUTION GEAR & AXLE

100% American Made Axles

America's Best Quality Axles & Gears at Affordable Prices!

- Strong Dealer Program
- Huge Inventory
- Top Notch Customer Service
- Fast Same Day Shipping

Call Today For Your **FREE** DVD! (Free DVD Offer with purchase, while supplies last)

TOLL FREE 855-957-0012

REVOLUTIONGEAR.COM

DECEMBER 2015

www.jpomagazine.com

SYNERGY MFG

"LEADING MANUFACTURER OF OFF-ROAD SUSPENSION COMPONENTS & ACCESSORIES FOR JEEP & DODGE TRUCKS"

WWW.SYNERGYMFG.COM

DIROMETER BUSINESS

NEW!

DEALER INQUIRIES WELCOME!
CALL FOR MORE INFO
(805) 242-0397

By **Tori Tellem**
jpeditor@jpmagazine.com

Stuck Edition

Biggest Oops Ever

This epic fail came courtesy of Jennifer Cilento, who said it was her husband's "biggest oopsie ever." It all started with them on a trail at Peacock Flats in Hawaii with the Oahu Jeeps. "Our back wheel started to slip and Chris slammed it into Reverse to keep us from going end over end. We just rolled back nice and slow and gently tipped over." Until that moment, Jennifer never liked four-wheeling. After that moment, Jennifer liked four-wheeling.



Drowned M-715

Mike Hold of Mesa, Arizona, and his Jeep buddies came across what he called a "water tank" in the middle of the Arizona desert. "These tanks are formed to retain water for livestock and the many desert critters. One of our group figured the water was not too deep and it would be fun to run through it."



Muck Stuck

The only thing Arthur Dudzinski told us about this pic: "That wasn't supposed to happen."

Not His First One of These

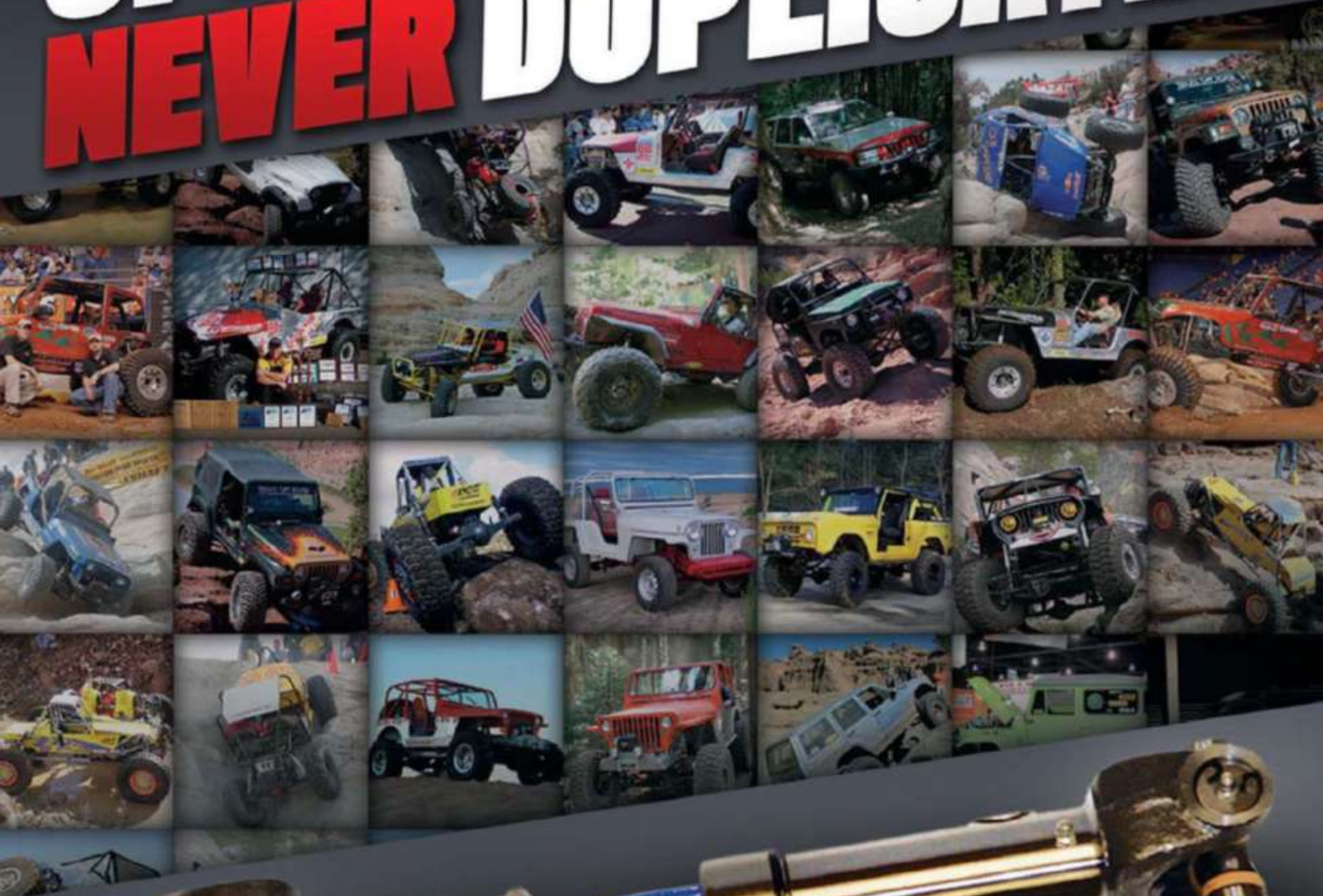
Bill Adelmann of Temecula, California, is an experienced wheeler—and an experienced roller. He took down his Nissan Pathfinder long before his '00 TJ did this on Sledge Hammer in Johnson Valley, California. As he recapped, "My spotter started giving me directions, and as the hood line covered him, I thought (incorrectly) I still could hear his directions over the engine/tire noise, so I kept trying to 'crawl' up. The rapidly approaching rock wall on the left caught me by surprise (yes, it did jump out at me from nowhere!), and all I had the chance to do was yell at the kids in the back, 'Rollover!'" As it turns out, "We always start our 4x4 runs with rollover drills. They responded automatically by keeping their heads down and arms in." 🍌



Jp Magazine (ISSN 1097-2730), December 2015, Vol. 20, No. 12. Published monthly by TEN: The Enthusiast Network, LLC, 261 Madison Avenue, 6th Floor, New York, NY 10016-2303. Copyright 2015 by TEN: The Enthusiast Network Magazines, LLC. All Rights Reserved. Periodicals postage paid at New York, NY and additional mailing offices. Printed in the USA. Single copy price is \$5.99. Subscription rates for 1 year (12 issues) U.S., APO, FPO, and U.S. Possessions \$18.00.

Canadian orders add \$12.00 per year and international orders add \$24.00 per year (includes surface mail postage). Payment in advance, U.S. funds only. For subscription inquiries please write to *Jp*, P.O. Box 420235, Palm Coast, FL 32142-0235. POSTMASTER: Send all UAA to CFS. (See DMM 707.4.12.5); NON-POSTAL AND MILITARY FACILITIES: Send address corrections to *Jp*, P.O. Box 420235, Palm Coast, FL 32142-0235.

**OFTEN COPIED
NEVER DUPLICATED**



Tom Wood's
CUSTOM DRIVE SHAFTS
"Trail Tested, Competition Proven & Show Quality"

877-497-4238 (USA) • 801-737-0757 (WORLDWIDE) • WWW.4XSHAFT.COM

2147 N. Rulon White Blvd. #103, Ogden, UT 84404

HOT! Quadratec® LED Headlamps

SUPREME LIGHT, PRICED RIGHT!



LIGHTS OFF



LOW BEAM

un-retouched photo

FROM ONLY
\$374.99
FOR A PAIR



HIGH BEAM

Quadratec® LED Headlamp Upgrade Conversions

- > See better and farther when driving at night!
- > Brighter, crisper & whiter light output, like actual daylight
- > Diecast aluminum housing with clear polycarbonate lenses
- > Distinct lens design brings styling & function to new level
- > Battery friendly with low-draw, easy on electrical system
- > 50 State Legal, meets all DOT & FMVSS #108 Standards
- > Easy half-hour install. Choose Silver logo or Stealth logo
- > Quadratec Limited 3 Year Limited Warranty



For '55-'86 CJ and '96-'06 Wrangler TJ #97109.000X... **\$374.99 Pair**

For '07-'16 Wrangler JK #97109.000X... **\$399.99 Pair** (Anti-flicker modules included!)



STEALTH
LOGO

SILVER
LOGO



SATIN BLACK



SILVER FINISH



GUN METAL GRAY

NEW! Quadratec® Rubicon Xtreme™ Wheels

- > Classic 5-Spoke Pattern for your YJ, TJ or JK Wrangler
- > Deep back-spacing with deep Lug pockets
- > Accepts genuine Mopar center caps (sold separately)
- > Aluminum castings with CNC machined surfaces
- > Easy to keep clean with no hidden nooks & crannies
- > Quadratec Warranty: Lifetime Structural/1 Year Finish
- > 3 great finishes: Satin Black, Silver & Gun Metal Gray

16" x 8" for Jeep '87-'06 YJ/TJ & Cherokee #92615.23XX...from **\$119.99 ea**

17" x 9" for '07-'16 Wrangler JK #92615.23XX...from **\$149.99 ea**

each wheel sold individually

***FREE SHIPPING!**



*Free Shipping program details & restrictions available online @ www.Quadratec.com



Call Free!

Offers valid until 12-31-2015. Copyright 2015 Quadratec, Inc.

800-745-5337

Mon-Thurs 8AM-12AM, Fri 8AM-9PM & Sat 9AM-5PM EST

24 Hour ordering @ quadratec.com



Code JX43K



25 Years

The terms Quadratec, QuadraTop and Essentials are Registered Trademarks of Quadratec Incorporated, Registered at U.S. Patent and Trademark Office. Quadratec, Inc., an independent supplier of accessories for sport utility vehicles, has no affiliation with Fiat Chrysler Automobiles (FCA). Jeep, Wrangler, Cherokee, and the Jeep Grille Design are registered trademarks of FCA and are used for identification purposes only. *Free Shipping program details & restrictions available online @ www.Quadratec.com